HUDSON COMMONS

Southwest Corner of Van Buren & Estrella Parkway

CITY OF GOODYEAR

LVA urban design studio

land planning • development entitlements • landscape architecture

Land Advisors ORGANIZATION

HILGARTWILSON

ENGINEER | PLAN | SURVEY | MANAGE

CivTech

B&C BURCH & CRACCHIOLO

FINAL PLANNED AREA DEVELOPMENT

MAY, 2014

Project Team

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Hudson Commons

Planned Area Development

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1.0 Executive Summary

Hudson Commons is a 102-acre property at the southwest corner of Van Buren Street and Estrella Parkway. The property is located within the central portion of the City of Goodyear, approximately ¼ mile north of the future Goodyear City Center. The property has belonged to a well-respected family with deep Arizona roots for the past 80-years. The property is currently owned by the Hudson Residuary Trust, which was created by the late Ms. Lula Mae Hudson, a native Arizonan who is remembered by her family and the community as a beloved matriarch and known by the public as a generous, civic-minded leader of the community. Lula Mae's original landholdings in Goodyear consisted of several hundred acres, much of which was donated to the City of Goodyear for various civic uses, including the future City Center property and the site of the existing Desert Edge High School. Additional land was sold to the City at a reduced market rate for the future Community Park and potential higher education facilities being sought by the City within the University Park PAD property. Ms. Lula Mae Hudson believed that Goodyear had a bright future and wanted to do her part in shaping the future of a place that meant so much not only to her, but to many generations of her family, past and present. The development of the remaining 102-acres of Lula Mae's original landholding will complete the generous contribution to Goodyear's future that she started so many years ago. The project will be named Hudson Commons, reflecting the unique history of the land, the majority of which the Hudson family chose to share with their community.

Consistent with the City's General Plan, Hudson Commons proposes a mix of single family residential along the western half of the property, commercial at the intersection of Van Buren and Estrella Parkway, and multi-family residential along Estrella Parkway south of the commercial parcel. The proposed land use plan provides an appropriate balance of land uses and a compatible transition from the existing single family residential land uses to the west, and the proposed University Park PAD uses to the south. The multi-family residential may also be well suited to provide high-density housing to support the future higher educational institutions sought within the University Park PAD.

The eastern portion of the property is located within the City Center Gateway Overlay District, and will recognize the goals and development standards associated within the District as the property is developed. At full build-out, it is projected that the Hudson Commons property will have up to 233 single family residential homes, up to 677 multi-family and/or cluster units, and approximately 190,000 square feet of commercial uses. The property will also include an interconnected open space and trails system that will provide non-vehicular mobility and access through the property and to adjacent properties, including the adjacent future Community Park, the University Park property, the City Center property, nearby schools, and other amenities and destinations in the vicinity of the property.

Mini parks and active open space amenities will be provided within the residential parcels, providing recreational opportunities and passive open spaces to residents within the development. The City Center Gateway Streetscape Plan will govern the landscape plantings that will occur along the eastern perimeter of the property

adjacent to Estrella Parkway, and regularly spaced trees will be provided along the interior streets to set a tone of formality and rhythm to enhance the pedestrian and vehicular experience of the site. Open lawn spaces with a civic feel will be located where they can serve many purposes, with a plant palette that will showcase traditional plants that have been used in Arizona for generations as a reference to the deep roots of the Hudson family. Annual flowerbeds will be used as focal points to communicate a high degree of care at the front doors of the property.

A spacious and attractive commercial entry monument will be provided at the primary intersection of Van Buren and Estrella Parkway to set the tone for this important scenic intersection within the City Center Gateway Overlay District. Enhanced landscape treatment will be provided at this intersection to create a pleasant and convenient "courtyard" for pedestrians, and to complement the architectural style of the corner pad buildings that will flank either side. The courtyard space will provide a human scaled hierarchy for access, circulation and usability, with opportunities for both sun and shade for comfortable use throughout the year.

Residential entry monuments will also be provided at the primary entries to the residential neighborhoods. The design will take into account the predominant entry pattern and arrival points to the site and extend landscaping and theming elements such as decorative walls and project signage that is well positions to maximize visibility when entering the subdivisions, while also screening the well site at the northwest corner of the property. Mini parks will invite residents and visitors into the subdivisions, creating a pleasant landscape treatment at the entry to the neighborhoods, while also providing active and passive recreational opportunities for residents of all ages.

Access to the Hudson Commons property will occur along Van Buren Street, Estrella Parkway, and 158th Avenue. Nearby water and sewer lines will be extended to serve the property with potable water and wastewater service. All existing Roosevelt Irrigation District irrigation structures and laterals, as well as the existing well site along Van Buren Street will be relocated as necessary to develop the property.

Hudson Commons is proposed to be developed in three phases, with the initial phase being the single family residential neighborhoods within the western half of the property. The second phase is anticipated to be the multi-family residential parcel at the southeast corner of the property. The commercial parcel at the intersection of Van Buren and Estrella Parkway is anticipated to be the final phase of development. The estimated phasing plan is based on a current projection of existing and future market conditions, and may change administratively over time as market demands fluctuate.

2.0 Property Location and Regional Context

2.1 Property Location and Description

The Hudson Commons property is bounded by Van Buren Street on the north, Estrella Parkway on the east, the Harrison Street alignment on the south and 158th Avenue on the west as shown on **Figure 1**, *Regional Vicinity Map*.

Adjacent to both the I-10 Growth Corridor and the City Center region as defined within the City's Community Character and Growth Area Plans, this region has been, and will continue to be, a major focus of both significant planning and development investments within the City's planning area. The adjacent Estrella Parkway Corridor serves as the main gateway from Interstate-10 to the property and Goodyear's future City Center development to the south.

Considered the "Heart" of the City, the areas continued future growth is anticipated to be the cultural, entertainment, business, and residential hub of Goodyear. Hudson Commons will not only benefit from the host of additional amenities and services in the area, but will provide much needed housing and future commercial services to the area. As shown on **Figure 1**, *Regional Vicinity Map*, the proposed development plan for Hudson Commons will consider other important surrounding facilities such as:

City Center

The City of Goodyear has established a vision to create a downtown from the ground up. This future City Center is a planned 200-acre development that will serve as the heart of the City, covering all four corners (quadrants) of the intersection of Estrella Parkway and Yuma Road. The City Center development will be circled by Goodyear Boulevard, which is currently a partially constructed collector loop road.

Located ¼ mile south of the Hudson Commons property, the northwest quadrant will be the first section to develop. Owned by the City of Goodyear, this 40-acres property will be the home of new public facilities including City Hall and Council Chambers, a library, a multi-generational center and a performing arts center.

Additionally, the other 3 quadrants are planned as follows; NEC - entertainment uses; SEC - primarily office development; SWC - townhouses and loft housing. While each quadrant has its main land use focus, they all are intended to contain a mix of uses.

University Park PAD

North of the civic quadrant and adjacent to south border of Hudson Commons is an additional 100-acre parcel owned by the City. As approved in June 2009, the University Park PAD was prepared to assist in the future development of one or more university campuses and a 30-acre community park. Discussions with City staff indicated that the PAD does not have a timeline for development.

Centerra Crossings

Centerra Crossings is a mixed land-use development located to the east of the site on the southeast corner of Estrella Parkway and Van Buren Street. The development was originally approved in 2009, but it was not constructed. In 2011, the development plan for Centerra Crossings was updated with modified land uses.

Goodyear Ballpark

Goodyear Ballpark and Recreational Complex is the Spring Training and Player Development home of the Cleveland Indians since 2009 and the Cincinnati Reds since the beginning of 2010. Located 1.5-miles south of Hudson Commons, the 103-acre facility is designed with much more than baseball in mind. In addition to Spring Training, the facility hosts year-round community signature events including tournaments, festivals, concerts and other private and public events. Voted the best ballpark to see a Spring Training Game in 2012, Goodyear Ballpark continues to have a big part in the economic impact and tourism for this area.

2.2 Property Legal Description & Ownership

The 102-acre property is owned by the Hudson Residuary Trust and is specifically identified in **Appendix A**, *Legal Description and Map*.

The ownership of parcels adjacent to Hudson Commons on the north include the master planned community of Canyon Trails with both residential uses and a commercial corner anchored by Safeway; on the east is vacant land, the master planned community of Centerra and Multi-Family uses; on the south a vacant 100-acre parcel of City owned land (University Park PAD) separates the site from the northwest quadrant of the City Center, and on the west is the residential-based master planned community of Wildflower Ranch. The ownership pattern surrounding the property is shown on **Appendix B**, *Property Ownership*.

2.3 Regional Facilities and Services

a. Municipal Boundaries

Hudson Commons is located entirely within The City of Goodyear municipal boundary.

b. Regional Transportation

Regionally important Transportation Systems include Interstate-10 approximately 1/2 mile to the north, which provides regional transportation access throughout the Valley and direct access to the Hudson Commons property via the Estrella Parkway interchange. Estrella Parkway is a major arterial roadway that runs north/south along the property's eastern boundary and provides direct access to the I-10 interchange to the north. Van Buren Street is a major arterial roadway that runs east/west along the property's northern boundary.

Other Regional Improvements within the vicinity of the property include:

- Per the *Regional Transportation Plan*, Loop 303 is to be extended south of I-10 approximately five (5) miles. Per the RTP, Loop 303 is planned to be extended to Van Buren Street in 2017 and to SR 30/SR801 in 2024. The extension would pass west of the site by approximately 1.6 miles.
- State Road 801 (SR 801) is to be constructed as an east/west freeway that passes approximately one half (1/2) mile south of Broadway Road. It is anticipated to begin at Loop 303 and terminate at the future Loop 202 extension and be constructed between the years 2026 and 2031.

c. Phoenix/Goodyear Airport

Located approximately 2-miles southwest of the project area, in the heart of Goodyear's Employment Corridor, the Phoenix-Goodyear Airport is classified as a reliever airport to Phoenix Sky Harbor International Airport. Previously a naval air facility, it now provides services primarily for private and corporate pilots arriving for special events. The property is within the 4-mile traffic pattern airspace but is well outside the noise contour lines of the airport.

d. Luke Air Force Base

The Hudson Commons property is located near the edge of, but within the vicinity of a military airport, and is approximately 4-miles away from the 65 Ldn noise contour line. Due to the distance and direction of the flight path, the property should not be adversely impacted by the operations of Luke Air Force Base.

e. School Districts

Hudson Commons is located in the Avondale Elementary School District No.44 (AESD). The district operates the Wildflower Elementary School, located at 325 S. Wildflower Drive, which is located in the adjacent Wildflower Ranch Community approximately ½-mile to the west as shown on **Figure 1**, *Regional Vicinity Map*. Its existing enrollment boundary includes the Hudson Commons project Area. The school is designed to accommodate a maximum 650 students and currently has 515 students enrolled in the 2013-2014 school year.

The AESD also operates Centerra Mirage Elementary School, located at 15151 W. Centerra Drive, which is located in the adjacent Centerra Community approximately a ½-mile to the east. Its existing enrollment boundary is located just to the east of the project area. The school currently has 599 students enrolled in the 2013-2014 school year.

Hudson Trust is also located in the Agua Fria Union High School District (AFUHSD). The District operates Desert Edge High School, located at 15778 W. Yuma Road, which is located ¼-mile south of the project area as shown on **Figure 1**, *Regional Vicinity Map*. The school currently has an enrollment of approximately 1,600 students, with a capacity of approximately 1,900 students.

f. Fire Service

The Fire Department currently has six fire stations located throughout Goodyear This project is located in the service area of Fire Station #184, which is located approximately ½-mile to the southwest of the property as shown on **Figure 1**, *Regional Vicinity Map*.

g. Law Enforcement Service

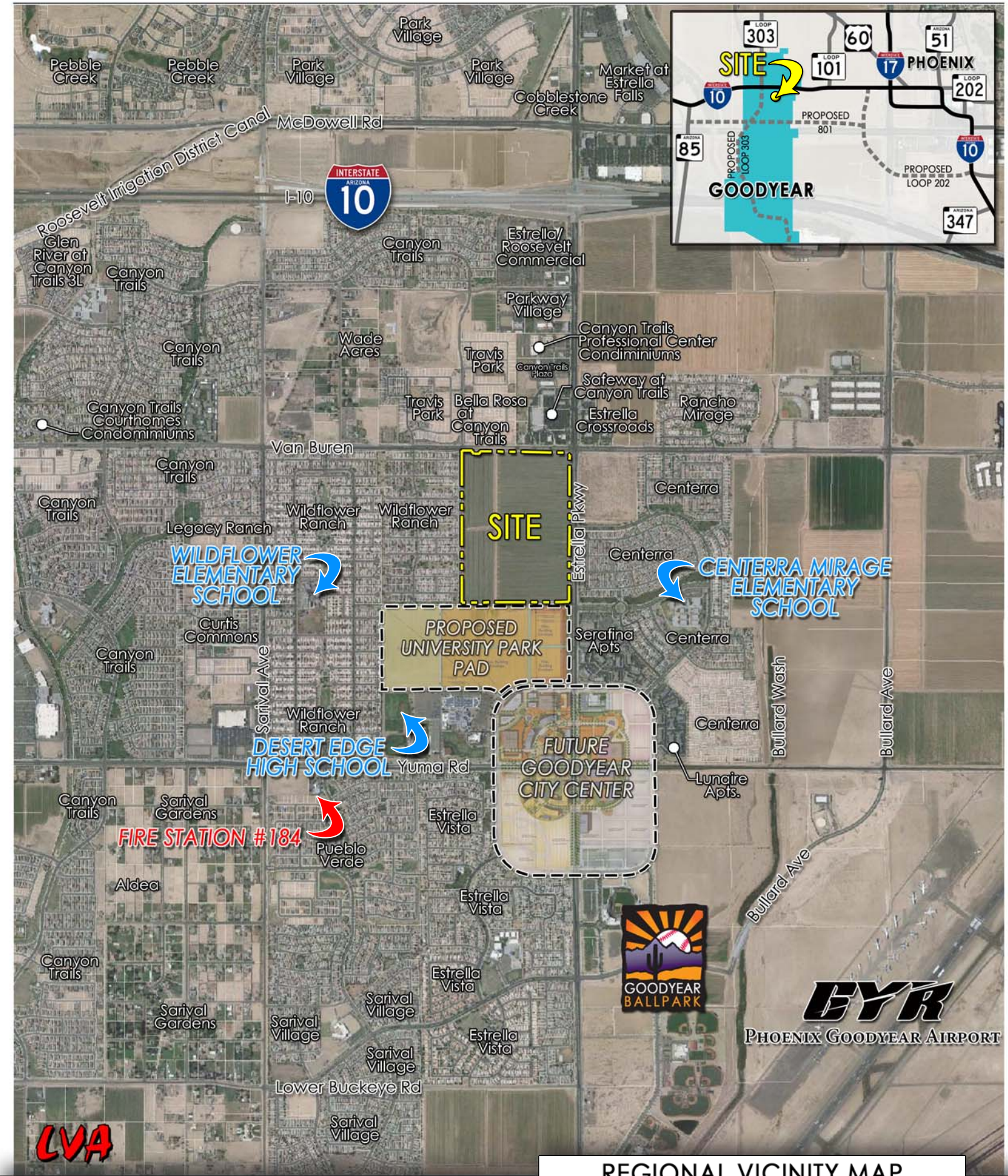
The Goodyear Police Department is located approximately 3-miles from the Hudson Trust property at the northwest corner of Litchfield Road and Yuma Road. The Department's responsibilities include law enforcement, drug education, school resources, and animal control.

h. Refuse Collection

The City of Goodyear Sanitation Division provides residential sanitation services to homes throughout the City, including curbside automated garbage, recycling and bulk collection.

i. Library Services

In addition to the future library site proposed at the northwest quadrant of the City Center, the project area is served by the Goodyear Branch Library, located 2-miles from the property on the SWC of Van Buren and Litchfield Road. It should be noted that a future permanent City library is planned on the City Center property located ¼-mile south of the property.



REGIONAL VICINITY MAP

HUDSON COMMONS–
FINAL PLANNED AREA DEVELOPMENT

SCALE: +/- 0' 1,000' 2,000'

NORTH

Date: 10/31/13
Project No: 0820
Drawn By: KN
Revised:

Figure 1

PRELIMINARY-NOT FOR CONSTRUCTION

3.0 Site Analysis

3.1 General Plan Land Use Designations and Analysis

In line with the goals of this proposed PAD, the existing Goodyear General Plan Designations are Community Commercial (CC), Medium-High Density Residential (M-HDR) and Low-Medium Density Residential (L-MDR), as identified on **Figure 2**, *Existing General Plan Land Use Map*. The CC designation includes 20-acre area located at the corner of Van Buren Street and Estrella Parkway. This commercial land use is intended to provide a host of service-oriented commercial and retail businesses serving a 3-5 mile radius with additional compatible uses such as office and other professional services.

Making up the rest of the east half of the site south of the Commercial designation is the M-HDR land use (37 acres). With a density range between 10-20 dwelling units per acre, multi-family residential or densely attached single-family residential developments could yield anywhere between 370 and 740 dwelling units.

The L-MDR designation consists of the remaining west half of the site (55 acres) and encourages small lot, detached and attached single-family residential, townhome and patio home developments with densities from 4-6 dwelling units per acre. This translates into a range of 220-330 residential units. This land use provides a good transition from the existing residential to the west to the more dense development along Estrella Parkway.

In addition to these land use categories, Estrella Parkway has been identified as a High Intensity Mixed Use Corridor (HIMUC). As the main north-south arterial roadway that connects I-10 to the City Center, the HIMUC incorporated a corridor of approximate 1/4 mile on each side of the parkway that encourages higher-density projects that include both residential and commercial uses. The intent of the HIMUC designation is to influence the continuity of these roadways in regards to regional connectivity and land use intensity.

3.2 Existing Zoning

The existing project area is within the City Center Gateway Overlay District with an underlying Agricultural-Urban zoning as identified on **Figure 3**, *Existing Zoning Map*. The purpose of the AU District is to provide for low-density, estate-type residential intended to serve as a transition between agricultural uses and urban development. With the proximity to the City Center, 1-10 and the Estrella Parkway corridor, this underlying zoning category is not in tune with the surrounding development patterns or the intent of the Overlay District.

Extending along the east and west sides of Estrella Parkway from McDowell Road on the north to Goodyear Boulevard on the south, the City Center Gateway Overlay District will create a unique main street and identity for the community. With a special set of development standards and land use regulations, this District will ensure that the future development is high quality, well planned, and creates a distinct character for this area of the City.

3.3 Existing Land Use

Currently the entire project area is under agricultural production. Irrigation is provided by the Roosevelt Irrigation District (RID) laterals that bisect the west half of the site from north to south and parallel part of the south boundary. A RID well site is also located at the northwest corner of the property, as shown on **Figure 4**, *Existing Land Use, Topography and Drainage Map*.

3.4 Topography and Drainage Conditions

As irrigated farmland, the sites agricultural uses are reflected in its flat topographic conditions. The existing pattern of surface drainage within the project area flows north to south with a slope well under one percent across the property, as identified on **Figure 4**, *Existing Land Use, Topography and Drainage Map*.

3.5 Roads and Right-of-Way

The existing transportation system, as shown on **Figure 5**, *Existing Roads and ROW Map*, includes Van Buren Street, a Major Arterial (130' ROW), bordering the north side of the project area. There is an existing right of way of 120-feet and will require a dedication of 10 additional feet of ROW, plus an additional 10-foot public utility easement (PUE) on the south side of the road. Additional ROW and roadway improvements will require the RID well site to be relocated and the addition of two eastbound lanes and edge improvements for the south side of Van Buren.

Estrella Parkway is a Scenic Arterial, which is a mostly finished paved roadway that borders the east side of the site and has an existing fully dedicated right of way of 150-feet. Estrella will require some improvements, which will include one additional southbound lane along with edge improvements.

The Harrison Street alignment is located approximately 85-feet south of the southern boundary of the property. This road is classified as an 80-foot collector road, with the northern right-of-way approximately 45-feet south of the property's southern boundary. Harrison Street will ultimately connect Wildflower Ranch and the existing built half street to the west of Estrella Parkway.

158th Avenue borders the west side of Hudson Commons and has been designated as a minor collector with a 60' ROW. Its western half has been improved and includes 30-feet of dedicated right of way. Required improvements for 158th include dedication of additional ROW and construction of the eastern half street.

3.6 Utilities

a. Wastewater Infrastructure

The City of Goodyear provides sewer collection and treatment service to developed portions of the planning area south of I-10, including the Hudson Commons property. Presently, Goodyear and the Corgett Basin Water Reclamation Facilities (WRF) provide wastewater treatment for the project area. Based on the capacity of the existing infrastructure, the project's sewer service will be provided by an extension of the 15-inch existing sewer line in Estrella Parkway located about ¼ mile south of Harrison Street to the project site, as shown on **Figure 6**, *Existing Utilities Map*.

b. Water Infrastructure

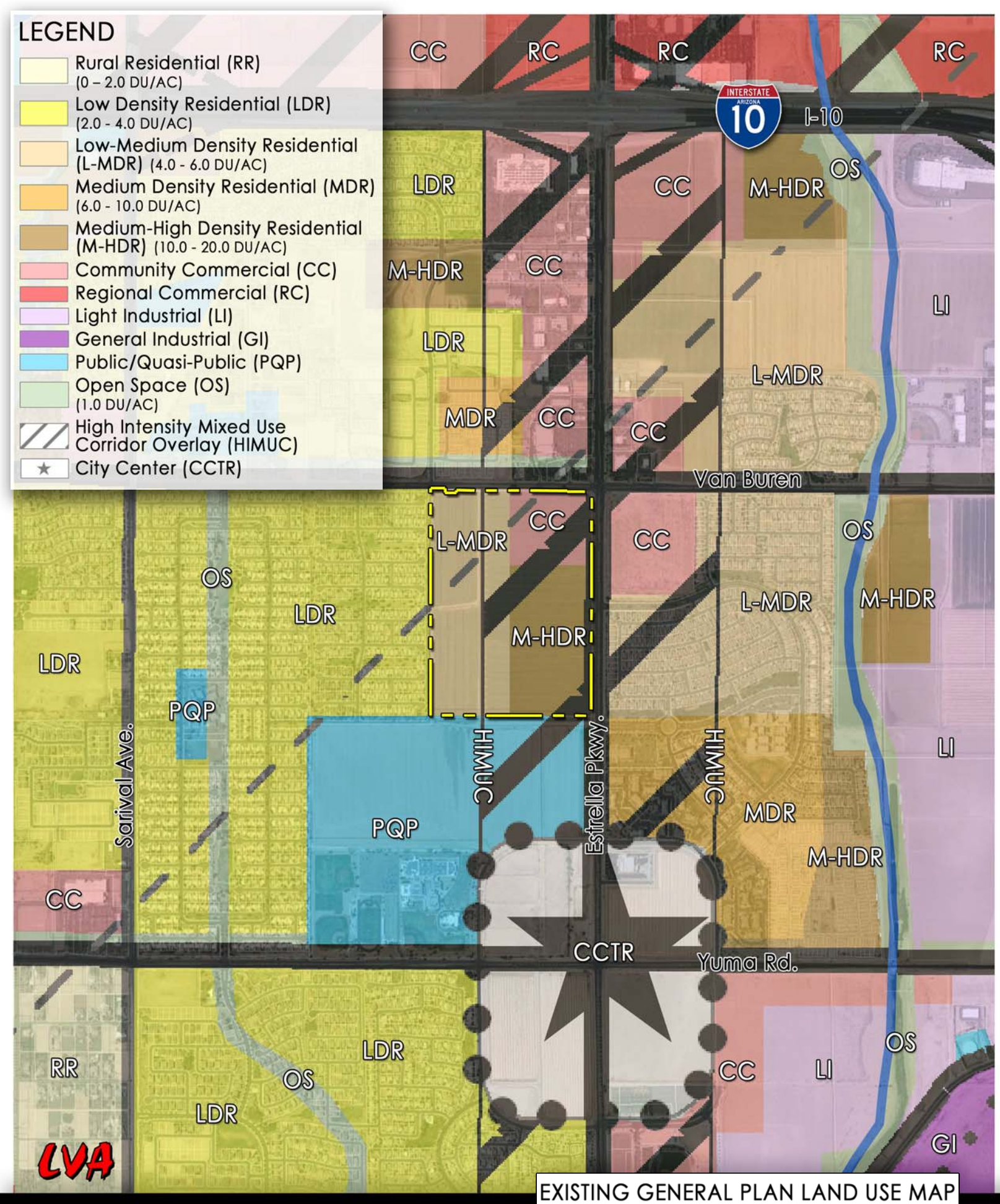
Hudson Commons is located within the City's Municipal water service boundary. Currently, groundwater serves as the potable water supply for the City of Goodyear to serve existing and future development. Potable water is transmitted through an interconnected distribution system and stored in large reservoirs to serve the demands within each pressure zone. With the existing infrastructure in place the site will be serviced by the 24-inch and 16-inch water mains in Van Buren and Estrella Parkway, as shown on **Figure 6**, *Existing Utilities Map*.

c. Roosevelt Irrigation District

Irrigation water is provided to the site by the Roosevelt Irrigation District (RID). Currently the site is bisected by above ground RID laterals which serve the property's irrigation needs. As the project site is improved, irrigation water currently conveyed in ditches must be placed in a pipe to be located within the 158th Avenue and Harrison Street improvements. An RID well site is also located in the Northwest corner of the property within the required right-of-way for Van Buren. Eventually the well site will need to be relocated to an acceptable location.

d. Electric Power

Arizona Public Service (APS), the Salt River Project (SRP), and Tucson Electric Power (TEP) provide existing electrical power in Goodyear. Power to the project area is distributed through an existing APS 69Kv power line located on the north side of Van Buren Road.



EXISTING GENERAL PLAN LAND USE MAP

HUDSON COMMONS –
FINAL PLANNED AREA DEVELOPMENT

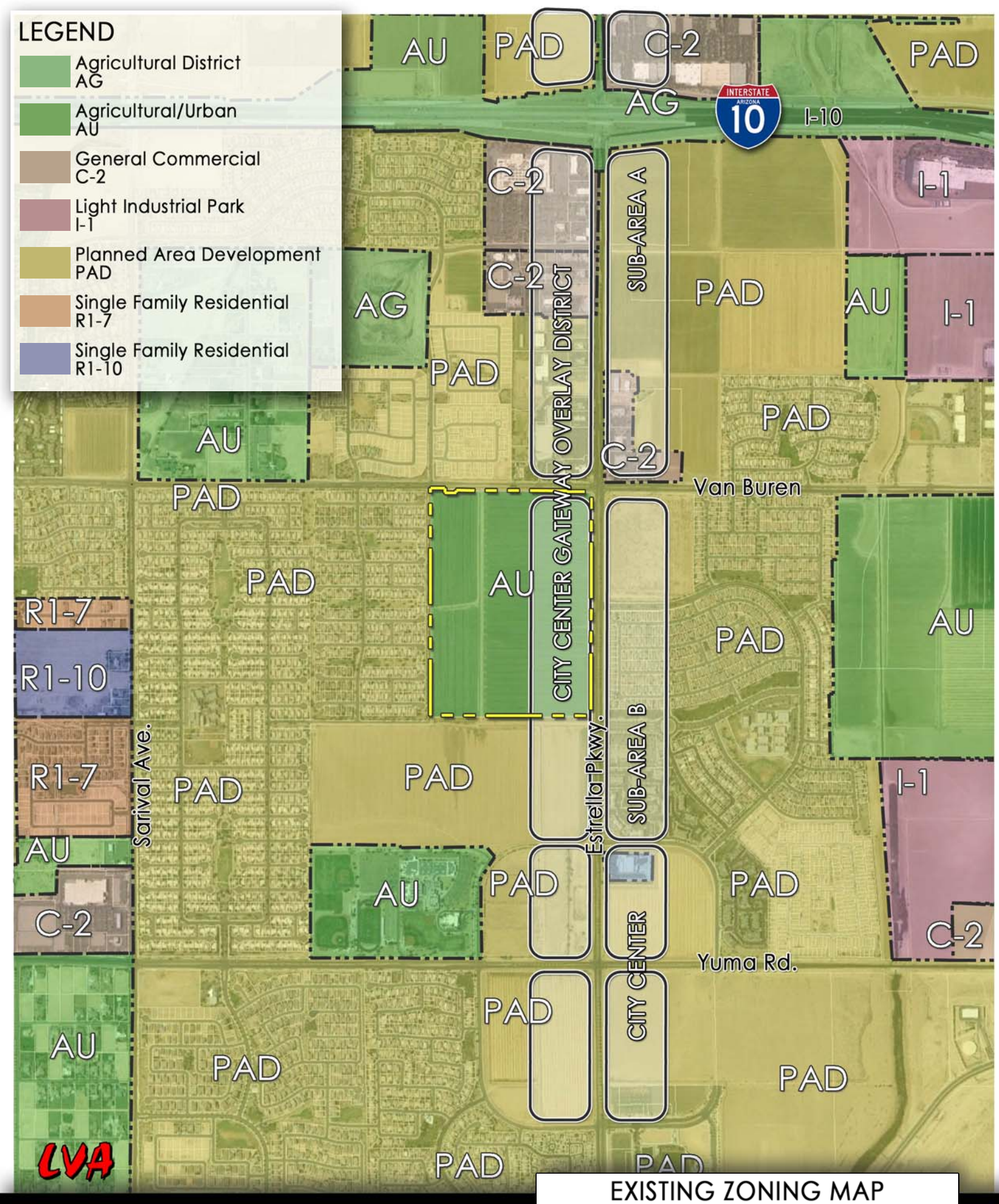
SCALE: +/- 0' 1/8 MILE 1/4-MILE

NORTH

Date: 10/31/13
Project No: 0820
Drawn By: KN
Revised:

Figure 2

PRELIMINARY-NOT FOR CONSTRUCTION



EXISTING ZONING MAP

HUDSON COMMONS–
FINAL PLANNED AREA DEVELOPMENT

SCALE: +/- 0' 1/8 MILE 1/4-MILE

NORTH

Date: 10/31/13
Project No: 0820
Drawn By: KN
Revised:

Figure 3

PRELIMINARY-NOT FOR CONSTRUCTION

LVA

EXISTING LAND USE, TOPOGRAPHY & DRAINAGE MAP

HUDSON COMMONS–
FINAL PLANNED AREA DEVELOPMENT

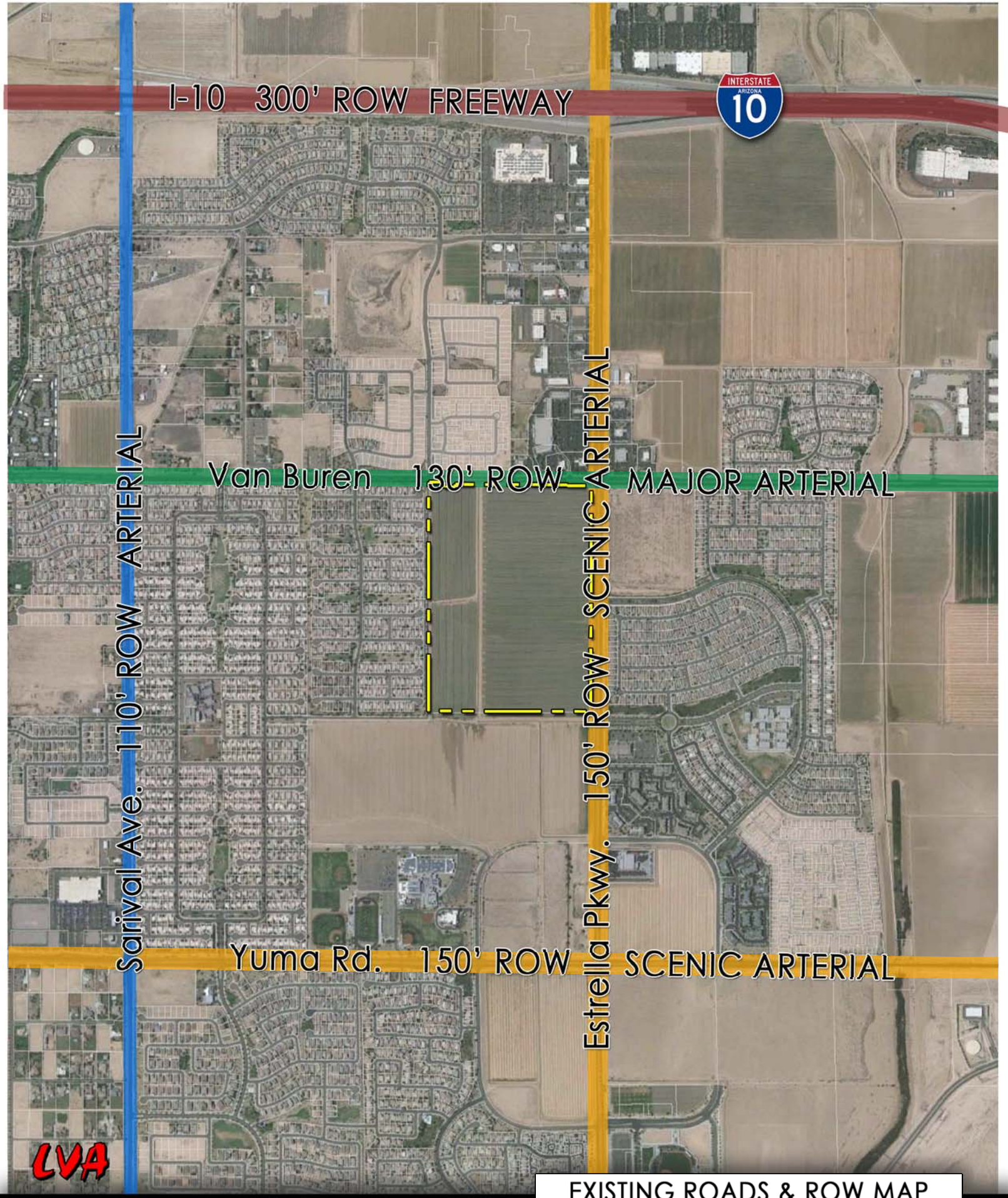
SCALE: +/- 0' 200' 400'

NORTH

Date: 02/12/14
Project No: 0820
Drawn By: PR
Revised:

Figure 4

PRELIMINARY-NOT FOR CONSTRUCTION



EXISTING ROADS & ROW MAP

HUDSON COMMONS–
FINAL PLANNED AREA DEVELOPMENT

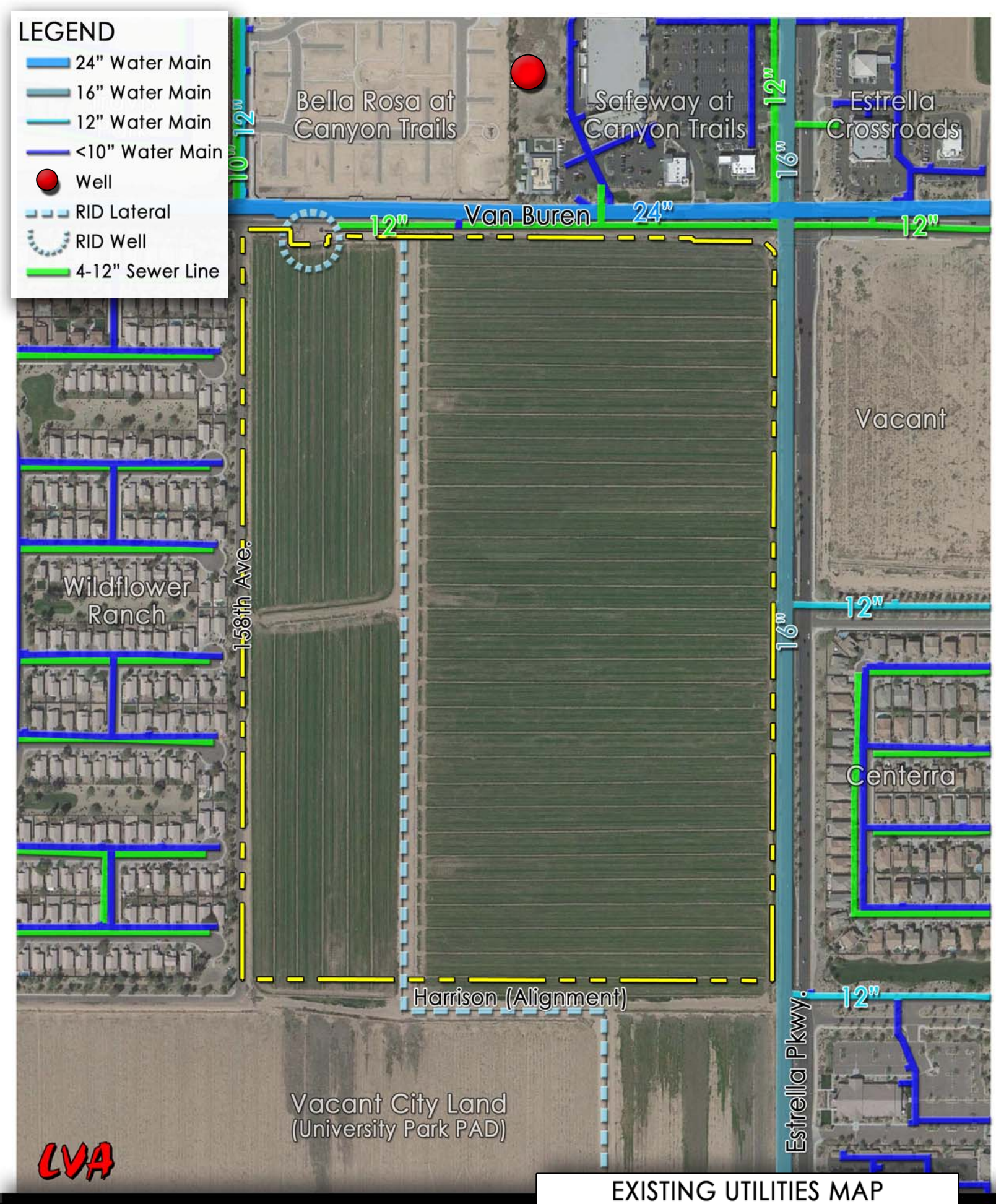
SCALE: +/-
0'
1/8 MILE
1/4-MILE

NORTH

Date: 10/31/13
Project No: 0820
Drawn By: KN
Revised:

Figure 5

PRELIMINARY-NOT FOR CONSTRUCTION



EXISTING UTILITIES MAP

HUDSON COMMONS –
FINAL PLANNED AREA DEVELOPMENT

SCALE: +/- 0' 200' 400'

NORTH

Date: 10/31/13
Project No: 0820
Drawn By: KN
Revised:

Figure 6

PRELIMINARY-NOT FOR CONSTRUCTION

4.0 Master Plan Elements

4.1. Project Overview

Hudson Commons is an approximate 102-acre master plan to be developed approximately ¼-mile north of the future Goodyear City Center, and immediately north of the proposed University Park PAD. The overall vision for the Hudson Commons property is to: provide a mix of residential densities and commercial uses that is consistent with the General Plan; provide opportunities for both single-family and multi-family residential densities within close proximity to the future City Center; increase the City's tax base by providing additional commercial services at a major arterial intersection within a high growth area of the City; provide land uses that are compatible with existing surrounding uses; and provide an appropriate transition from adjacent residential uses to the higher intensity uses proposed within the University Park PAD and City Center property to the south.

The development plan envisions a minimum of three different residential housing product types, including two single-family detached residential lot sizes along the western half of the property and at least one multi-family residential product type, such as apartments, townhomes, condominiums or cluster product on the southeast portion of the property. The two single-family residential parcels include a 27.1-acre parcel with a target of 91 residential units and a 25.0-acre parcel with a target of 109 residential units. This translates to a target residential unit count of 200, with an overall range of between 169 and 233 units. The multi-family parcel is approximately 28.2-acres and will include a density range of between 10.0 to 24.0 dwelling units per acre, for a residential unit count range of between 282 and 677 units. In total, the Hudson Commons property will include between 451 and 910 residential units with a target of 707 units and a minimum of three different product types and density ranges to ensure product diversity while providing a variety of lifestyle choices for future residents.

The development plan also include a 22-acre commercial parcel at the intersection of Estrella Parkway and Van Buren Street, providing highly visible commercial services at the intersection of two major arterial streets. It is anticipated that approximately 190,000 square feet of commercial and retail services will be provided within the parcel to serve the surrounding population, including a combination of large users and smaller pads along the street.

The eastern portion of the property is located within the City Center Gateway Overlay District, which connects the planned regional center north of McDowell Road to the planned City Center development at the intersection of Estrella Parkway and Yuma Road along the Estrella Parkway corridor. Due to its central location within the community, and its location as a major linkage between Interstate-10 and Estrella Mountain Ranch to the south, this area will serve as a primary gateway into the central part of the City of Goodyear. The eastern portion of the Hudson Commons property is within the core of the City Center Gateway

Overlay District, and will conform to the guidelines established within it to ensure a unique and high quality urban street environment and identity for the community.

The property is bounded by existing or planned streets on three sides, including Van Buren to the north, Estrella Parkway to the east, and 158th Avenue to the west. The Harrison Street alignment and ultimate right-of-way is located at the ½ mile point approximately 45-feet south of the property's southern boundary. Access to the commercial parcel will occur at the existing median breaks within Van Buren and Estrella Parkway at the 660-foot distance from the intersection, and at the ¼ mile point at Centerra Drive, where a full access, signalized intersection is planned. Additional right-in, right-out access points will also be provided at appropriate locations for additional commercial access opportunities. Access to the multi-family development parcel will include shared access at the signalized intersection of Estrella Parkway at Centerra Drive, with a second access location at the 3/8-mile point along Estrella Parkway. Access to the single-family residential parcels will occur along 158th Avenue. Connectivity through the multi-family parcel to the single-family parcel may occur to provide direct access from Estrella parkway, depending on the ultimate site plan proposed for the residential development parcels.

While each parcel may develop independent of each other and have distinct vehicular access points, pedestrian connectivity will be provided between the development parcels via an open space and pedestrian circulation network through the property. This will tie the overall property together into a cohesive and connected development plan, promoting non-vehicular access and connectivity between uses and adjacent properties. Sidewalks will also be provided within all adjacent and internal streets, providing additional pedestrian circulation opportunities within and throughout the property. Sidewalks will provide connectivity to the surrounding commercial land uses, transportation corridors, nearby schools, the University Park property, the City Center property and the proposed Community Park to the south, among other uses.

The single family residential parcels will include localized mini-parks and open space within the subdivisions, and will provide a centralized east/west open space spine connecting the two subdivisions together. This open space spine will provide non-vehicular trail access and connectivity between the residential and commercial parcels and between 158th Avenue and Estrella Parkway through the center of the property. Within the area, a centralized open space node will tie the four development parcels together, creating a cohesive and connected development plan. The multi-family development parcel will include centralized active and passive open spaces within a courtyard or cluster environment, with pedestrian connectivity to adjoining uses and within the overall circulation network. The commercial development parcel will provide pedestrian connectivity through the site and between the residential uses, encouraging walking and alternative modes of travel for nearby residents.

The landscape theme has been developed to create a welcoming and memorable atmosphere that takes advantage of the unique opportunities that come with an urban site surrounded by important civic uses. A strong focal point will be created at the intersection of Van Buren Avenue and Estrella Parkway, following the "City Center Gateway Streetscape Plan" as a guide. The materials and forms of the hardscape elements and the building structures will be carefully designed to express the landscape theme and maintain consistency with one another. Entry monuments and signage will be designed to create a hierarchy between major and minor entries. Landscape areas will complement the buildings and site design, providing both pleasing aesthetics and recreational opportunities.

4.2. Land Use Plan

The Hudson Commons land use plan has been designed to conform to the Goodyear General Plan and to achieve the following objectives:

- Provide a mix of land uses and a diversity of housing types and densities;
- Promote an appropriate distribution of residential units and densities to ensure project diversity and compatibility with adjacent uses, including the potential for increased densities as permitted within the designated High Intensity Mixed Use Corridor Overlay along Estrella Parkway;
- Promote a framework for the balanced distribution of open space amenities within the residential parcels;
- Provide pedestrian connectivity and linkages between uses within the property, and to adjacent properties.
- Provide an efficient internal and perimeter circulation system for local and regional access to the property;
- Provide a site plan that meets the guidelines defined within the City Center Gateway Overlay District, including the "main street" treatment along Estrella Parkway.
- Provide for a unified design theme and landscape program for the entire property to ensure a high quality development;
- Provide for design flexibility through the PAD District that will allow for a creative project that can adapt to market conditions.

The Hudson Commons land use plan includes four development parcels as defined within **Table 1**, *Land Use Data Table* below. **Table 1** identifies the gross parcel acreage, range of densities and residential units permitted, and projected square footage for commercial uses. The plan provides for relatively broad flexibility within residential densities, particularly related to the multi-family parcel to allow for a wide variety of potential multi-family development options, including apartments, townhouses, condominiums, and/or attached or detached cluster product based on market demand for the area. The density range for each development parcel is based on the average density of the entire parcel. If, for example, the multi-family parcel includes two separate product types, the density

of any individual development can go below 10.0 or above 24.0 dwelling units per acre so long as the overall density for the entire 28.2 acre development parcel is within the required range.

Table 1: *Land Use Data Table*

Parcel #	Zoning/Land Use Designation	Gross Acreage	Density Range (1)			Dwelling Units			Estimated Square Footage (2)
			Low	Target	Max	Low	Target	Max	
1	SF-6 PAD	27.1	3.0	3.4	4.0	81	91	108	-
2	SF-5 PAD	25.0	3.5	4.3	5.0	88	109	125	
3	MF-24 PAD	28.2	10.0	18.0	24.0	282	508	677	-
4	C-2 PAD	22.0	-	-	-	-	-	-	190,000
Total	**-**	**102.3**	**-**	**-**	**-**	**451**	**707**	**910**	**190,000**

Footnote (1): The density range is based on the average density for the entire parcel, not an individual development project.

Footnote (2): The estimated square footage is for purposes of evaluating traffic impacts and required infrastructure capacity. Actual square footage will be based on the site plan and required development regulations for the commercial parcel.

4.2.a. SF-6 PAD (Single Family 6,000 sf,; 3.0-4.0 du/ac)

The SF-6 PAD designation is a single family detached residential district with a minimum of 6,000 square foot lots. This district will include single family detached residential with a target of approximately 91 residential units.

4.2.b. SF-5 PAD (Single Family 5,000 sf,; 3.5-5.0 du/ac)

The SF-5 PAD designation is a single family detached residential district with a minimum of 5,000 square foot lots. This district will include single family detached residential with a target of approximately 109 residential units.

The SF-5 PAD designation permits lots with a minimum lot width of 50-feet. This lot size is generally consistent with the residential subdivision immediately to the west of the property, and provides a good transition to the multi-family (MF-24 PAD) parcel immediately to the east. In addition, several added design elements are proposed within this development parcel that will further mitigate the smaller lot size proposed, including:

- Detached sidewalks and tree-lined streets, creating an enhanced streetscape elements within the subdivision;
- Connected, centralize open space that ties the community together, providing pedestrian and other non-motorized access through the development;
- Short blocks with side landscape tracts at the end-caps of all east/west streets;
- Alternate paving of driveways, including pavers, stamped, colored concrete and/or other enhanced paving treatment and materials.
- Design guidelines (see Section 5) that address elements such as product design, garage orientation, streetscape elements, etc., to ensure high-quality residential neighborhoods while allowing a slightly smaller lot size and density near the City Center.

4.2.c. MF-24 PAD (Multi-Family Residential; 10.0 -24.0 du/ac)

The MF-24 PAD designation is a multi-family residential development parcel that will permit a variety of multi-family densities and product types, ranging from apartments, townhouses, condominiums and attached or detached cluster housing. This district may include a single development project, or multiple development projects with difference densities and product types. While an individual product type or site plan may be above or below the minimum or maximum density range, the average density of all product types within the parcel must be between 10 to 24 dwelling units per acre. The ultimate site plan for the multi-family development(s) will be designed in conformance with the City Center Gateway Overlay District related to building setbacks along the Estrella Parkway street frontage. At full build out, the MF-24 PAD parcel may have as many as 677 residential units.

4.2.d. C-2 PAD (General Commercial)

The C-2 PAD General Commercial district is a 22.0-acre parcel at the intersection of Van Buren and Estrella Parkway. This commercial shopping center will include a primary "anchor" building with a series of smaller pads along the perimeter street frontage. The ultimate site plan for the commercial center will conform to the requirements of the City Center Gateway Overlay District, including minimum building frontages along Estrella Parkway to create an urban feel to the streetscape.

4.3 Site Planning Concept

The conceptual site plan for the property demonstrates the general layout of the site, with particular emphasis on the relationship between uses, connectivity of open space, pedestrian circulation, roadway frontage treatment along Estrella Parkway, vehicular access points, general layout of the single family detached residential parcels, and the conceptual layout of commercial buildings. As there are various product types and development options for the multi-family development parcel, the conceptual site plan is intended to demonstrate the building frontage treatment along Estrella Parkway and the centralized treatment of active open spaces, without providing a more detailed site plan for a particular product type. This will provide flexibility for the end user to consider various development options, including apartments, townhomes, condominiums, attached or detached cluster product, or a combination of these product types. See **Figure 8**, *Site Planning and Circulation Plan Concept* for the conceptual site plan for the property. It is not the intent that this conceptual site plan be taken literally, but that it provides an example of the overall layout and relationship between uses. Precise locations of building footprints, parking areas, vehicular and pedestrian access point, open spaces, and overall circulation can be modified through the development process without triggering an

amendment to the PAD zoning, so long as the final site plan incorporates the overall intent of the master planning elements defined within this PAD.

4.4. Circulation Plan

4.4.a. Vehicular

The Hudson Commons property is surrounded on three sides by existing streets, including Van Buren to the north, Estrella Parkway to the east, and 158th Avenue to the west. The future northern right-of-way for Harrison Street is located approximately 45-feet south of the southern boundary of the property, and as such no direct access is provided to Harrison street. See **Figure 8**, *Site Planning and Circulation Plan Concept* for the roadways adjacent to the property. The roadway circulation system adjacent to the property will provide opportunities for multiple access points to the various development parcels in conformance with City standards. Improvements to adjacent roadways will be provided as applicable in conformance with the street classification system for each adjacent street segment. **Table 2**, *Existing and Proposed Right-of-Way* provided below identifies the existing and proposed right-of-way for all surrounding street segments adjacent to the property:

Table 2: *Existing and Proposed Right-of-Way*

Street Name	Existing Right-of-Way	Proposed Right-of-Way	Public Utility Easement
Van Buren Street (south half)	55-feet	65-feet	10-feet
Estrella Parkway (west half)	75-feet	75-feet	10-feet
158th Avenue (east half)	0-feet	30-feet	10-feet
Harrison Street (north half) (1)	0-feet	40-feet	10-feet
Footnote (1): Harrison Street is entirely south of the property and therefore, no right-of-way or public utility easement is required on the property.			

It should be noted that the proposed right-of-way for Harrison Street (following the ½-mile centerline to the east and west) is entirely south of the Hudson Trust property. As such, access to the property from Harrison Street is not proposed and would require a dedication of right-of-way (or access easement) from the City to provide future access to the property. The development plan currently identifies access from Van Buren, Estrella Parkway and 158th Avenue only.

Proposed driveway locations for each development parcel are shown on **Figure 8**. Existing median breaks at the one-eighth, one-quarter, and three-eighth mile points within Van Buren and Estrella Parkway will provide full-turn movements into and out of the property, including a signalized intersection at Estrella Boulevard and Centerra Drive at the ¼ mile point. Additional right-in, right-out access points may be provided within the commercial property to

provide additional circulation options. The single-family residential parcel will include two access points from 158th Avenue into the property.

A Traffic Impact Analysis has been prepared and is included with this PAD application as **Appendix D**. A series of conclusions and recommendations related to roadway improvements are provided within the study.

4.4.b. Bicycle

Bike lanes will be provided along all three perimeter streets, including Van Buren, Estrella Parkway, and 158th Avenue. Additionally, the internal trails and pathways can be used by bicyclists to connect to the perimeter bicycle lanes.

4.4.c. Pedestrian

The development plan provides for an interconnected pedestrian circulation system, including internal and perimeter sidewalks, trails and pathways as described in more detail in **Section 4.5.b** below.

4.5. Open Space Plan

A major component of the overall planning and design effort of the Hudson Commons property includes the integration of an interconnected open space and trails/circulation plan that encourages alternative modes of travel within close proximity of the City Center area in the heart of Goodyear. This property affords itself the significant benefit of being close to neighborhood schools, commercial shopping centers, parks (including a proposed community park immediately south of the property), a potential new university campus, and the City Center complex, including a new library, city hall, performing arts center, and various other amenities, facilities and services planned for the immediate area. As such, the opportunity to promote pedestrian and other non-motorized circulation will be incorporated into the development. In addition, the landscape theme may include landmarks such as:

- A major gateway into the property's northeast corner at the intersection of Estrella Parkway and Van Buren Avenue.
- A major gateway to the south, which is planned as a future higher educational facility.
- Several minor gateways within the property to connect the different parcels to one another.
- Meandering pathways linking all corners of the site to the central open space system.
- Pavilions, arbors, and arcades will be placed throughout the open space network as way-finding elements that double as shaded places for gathering.

4.5.a. Active and Passive Open Space

A variety of active and passive open spaces will be provided within the property, as depicted within **Figure 9**, *Open Space/Landscape Master Plan*. Active open spaces will include a series of Mini-Parks that will be provided within the residential development parcels. The intent of The Mini-Parks is to provide for active open space within close walking distance (less than 1,000 feet) of all residents within the community. The Mini-Parks will provide a variety of active and passive amenities such as informal turf areas, tot lots, seating and/or shade areas, trails or pathways, picnic areas, and landscaping. Retention may also be utilized within the Mini-Parks so long as the active structural amenities (such as tot lots) are outside the retention areas.

Immediately south of the property is a 30-acre property that is owned by the City of Goodyear for the development of a new Community Park. As defined within the City's General Plan, a Community Park has a service area of approximately 1.5-miles, and provides for both active and passive recreational activities that may include sports fields and courts, playgrounds, picnicking, sports complexes and swimming pools, recreational lakes and passive recreational activities. Although this park has not been programmed or designed yet, it will provide significant recreational opportunities to the residents and visitors of the Hudson Commons property.

Additional passive open space areas will be provided throughout the development as shown on **Figure 9**. These may include perimeter landscape areas, pedestrian connectivity corridors, internal landscaped areas, parking lot landscaping, pedestrian plazas, entry monuments, and retention areas. In total, all residential development parcels will provide a minimum of 15% of the gross land area as active or passive open space.

4.5.b. Trails and Pedestrian Connectivity

The Hudson Commons property proposes a pedestrian circulation network that includes sidewalks and multi-use trails within and/or adjacent to the development to provide interconnectivity between the various development parcels and adjacent properties. Along the northern edge of the property, Van Buren will include a multi-use trail within the right-of-way and/or adjacent public utility easement that will include an 8-foot wide concrete pathway separated from the street by a landscape strip. In addition, Estrella Parkway and 158th Avenue will include sidewalks within the right-of-way per the standard cross section details. Internal to the property, sidewalks will be provided along all local streets within the development, as well as sidewalk connections from the perimeter streets to all primary commercial buildings, local streets and the multi-family property. Trails and/or pathways will provide direct pedestrian access to active open spaces, and will include an east/west connection through the development, connecting all development parcels through the center of the property. Pathway openings

within the residential subdivision will also be provided at the north and south ends of the property to allow easy pedestrian access to Van Buren to the north and Harrison Street to the south from internal to the development.

4.5.c. Landscape Theme and Amenities Plan

The Hudson Commons property has belonged to a well-respected family with deep Arizona roots for the past 80 years. The creator of the trust, the late Ms. Lula Mae Hudson, is a native Arizonan who is remembered by her family as a beloved matriarch and known by the public as a generous, civic-minded leader of the community. Lula Mae's original landholding in Goodyear consisted of several hundred acres, some of which was donated to the City of Goodyear for various civic uses. Additional land was sold to the City at a reduced market rate for the future Community Park and potential higher educational facilities being sought by the City within the University Park PAD site. She believed that Goodyear had a bright future and wanted to do her part in shaping the future of a place that meant so much not only to her, but to many generations of her family, past and future. The development of the remaining 102-acres of Lula Mae's original landholding will complete the generous contribution to Goodyear's future that she started so many years ago. The project will be named Hudson Commons, reflecting the unique history of the land, the majority of which the Hudson family chose to share with their community.

The landscape theme is envisioned to be an extension of the values by which Lula Mae led her life, coupling a bright vision of the future with a reverence for the past. It will take to heart the vision of the City Center Gateway Overlay District along the Estrella Parkway corridor, embracing the high energy and activity that go along with a Main Street district. It will also take very seriously its responsibility to represent the Hudson family legacy - by establishing a timeless landscape design concept that communicates hope, authenticity, and a sense of connectedness within the extended family of Goodyear.

As a mixed use property that fronts on the high capacity Estrella Parkway corridor, the Hudson Commons project has a real and unique opportunity to create meaningful linkages among different land uses and the people who use them. Because the buildings will be sited close to the street to create an urban edge, the architectural style and materials take on special importance. They must not only be complementary to the surrounding buildings, but also have a voice and personality of their own to add to the richness of the urban fabric. Given the long history and longevity of the Hudson Family in Arizona, a fitting archetype is a blend of historical reference and contemporary relevance. The style will be simple and elegant, organic and warm, with a definite sense of belonging in Arizona.

Hardscape elements will display a timeless and traditional aesthetic that marries authentic Arizona vernacular and a modern minimalism to create a bold yet serene composition. Materials for elements such as signs, theme walls, and landscape structures may include western style brick accents and caps with crisply painted stucco. Forms will be rectilinear and substantial. Decorative metal work, light fixtures and planting containers will enhance important nodes and create a warm and welcoming atmosphere.

The City of Goodyear's City Center Gateway Streetscape Plan will govern the planting that will occur along the eastern perimeter of the site adjacent to Estrella Parkway. Date palms will be used in the medians and Chinese Elm will be used as the right-of-way canopy theme tree. Desert Museum palo verde trees are the designated accent tree in the area, and will be used in masses to create lively bursts of color. Additional date palms may be used in high visibility locations to respond and tie the site back into the Estrella Parkway corridor. Regularly spaced street trees along the interior streets will set a tone of formality and establish a rhythm to enhance the pedestrian and vehicular experience of the site. Open lawn spaces with a civic feel will be located where they can serve many purposes. The plant palette will showcase traditional plants that have been used in Arizona for generations as a reference to the deep Arizona roots of the Hudson family. Annual flowerbeds will be used at focal points such as entry monuments to communicate a higher degree of care at the front doors of the property. Although the palette will appear quite green, all of the plants will be selected from the AZDWR low water use plant list, in order to conserve our precious water resources.

See **Figure 9**, Open Space/*Landscape Master Plan* for a visual representation of the overall landscape theme and **Table 3**, *Thematic Plant Palette* for a list of recommended plants to include in the planting plan.

Figure 10 depicts the Commercial Entry Monument at the scenic arterial intersection of Van Buren Avenue and Estrella Parkway. The design concept is to present the project in a way that is appropriate for an important node along the City Center Gateway. It places project monumentation at the high-visibility corner, creates pleasant and convenient pedestrian circulation, and creates the opportunity for the foreground landscape to complement the architectural style of the buildings and set the tone for the rest of the project. The enhanced landscape treatment at this important location knits together the two corner pads into a shared courtyard space. Designed to be flexible to accommodate a variety of end users, the courtyard space will provide a human scaled hierarchy of spaces for circulation and passive seating, with opportunities for both sun and shade for comfortable use throughout the year.

Figure 11 lays out the Residential Entry Monument and surrounding landscape. The design concept takes into account the predominant vehicular pattern of arrival to the site and extends the landscape theme elements found at the Commercial Entry Monument. The project signage is positioned to maximize visibility to vehicles entering from westbound Van Buren Avenue, while also screening the well site that is located at the corner.

Figure 12, the Mini-Park Concept, shows one potential design for a neighborhood open space that provides both active and passive use for residents of all ages, while also creating a pleasing landscape treatment at the entry to the neighborhood as a whole. Turf is utilized where it can complement other activities, and is arranged in shapes and sizes that translate into efficient irrigation and maintenance.

Table 3, *Thematic Plant Palette*

Large Trees:	Chinese Elm	**Vines:**	Queen's Wreath
	Desert Museum Palo Verde		Bougainvillea
	Date Palm		Grape Ivy
	Ironwood		Lady Bank's Rose
	Fruitless Olive		
Small Trees:	Cascalote	**Shrubs/Accents:**	Fairy Duster
	Texas Mtn Laurel		Desert Spoon
			Hesperaloe
Groundcover:	Dalea		Rosemary
	Lantana		Agave
	Verbena		Emu bush
	Myoporum		Texas Ranger
	Yellow Dot		Penstemon
	Germander		Yucca
			Plumbago
Other Materials:	Decomposed Granite		Jojoba
	Turf		Cape Honeysuckle
	Seasonal flowers		Russian Sage
			Deer grass

4.6. Drainage Plan

According to the current FEMA Flood Insurance Rate Map (October 16, 2013, *04013C2135L*) Hudson Commons is not located within any special flood hazard zones. The area surrounding the site generally falls to the south at a relatively mild slope. There are no significant onsite drainage facilities

currently present within Hudson Commons, and the offsite drainage impacts are limited to minor runoff produced by the adjacent Van Buren Street and Estrella Parkway half-street frontages.

The proposed drainage system will route onsite rainfall runoff, as well as the runoff produced by the adjacent half-streets, to retention facilities. These facilities will consist of surface basins for the residential portions of the project and a combination of surface and/or underground basins/vaults for the balance of the site. These retention facilities will be sized to store the runoff produced by the 100-year, 6-hour design storm event. The location and arrangement of these retention basins will be refined as the development process proceeds and the detailed site plan is developed for each development parcel. See **Appendix E**, *Preliminary Drainage Report* for details regarding the existing and proposed drainage conditions for the property.

4.7. Water Master Plan

Hudson Commons is located within the City of Goodyear water service area and lies within pressure zone 1. The existing water infrastructure immediately adjacent to Hudson Commons includes a 24-inch water main along Van Buren Street and a 16-inch water main along Estrella Parkway. The proposed water system infrastructure for Hudson Commons will consist of an internal network of looped 8-inch water lines. Larger 12-inch water lines will also be installed along Harrison Street and 158th Avenue. The proposed 12-inch water main along Harrison Street will tie into the existing 16-inch water main along Estrella Parkway. The proposed 12-inch water main in 158th Avenue will be installed for looping purposes and will not extend the entire length of 158th Avenue. It will tie into the existing 24-inch water main in Van Buren Street and the proposed 12-inch water main along Harrison Street. The looped water system infrastructure within Hudson Commons will make several connections to the existing water system infrastructure adjacent to the Project site. See **Appendix F**, *Preliminary Water Report* for details regarding the proposed water infrastructure for the property.

4.8. Wastewater Master Plan

Hudson Commons is located within the City of Goodyear wastewater service area. Existing wastewater infrastructure immediately adjacent to the Project site includes an 8-inch sewer main along Van Buren Street. This 8-inch sewer main begins at the northwest corner of Hudson Commons and conveys wastewater flows east along Van Buren Street. It transitions to a 12-inch sewer main just west of Estrella Parkway. There is also a 15-inch sewer main that begins at the intersection of Goodyear Boulevard and Estrella Parkway southeast of the Project and conveys wastewater flows south along Estrella Parkway. The proposed wastewater system infrastructure for Hudson Commons will consist of an internal network of 8-inch gravity sewer lines, which will generally route wastewater from each of the units to the southeast

corner of the Project. A proposed 8-inch gravity sewer main will also be installed along Estrella Parkway to convey wastewater flows from the commercial and multi-family residential parcels to the intersection of Harrison Street and Estrella Parkway. A proposed 10-inch gravity sewer main along Estrella Parkway will then convey all wastewater flows from Hudson Commons south along Estrella Parkway to the existing 15-inch sewer main which begins at Goodyear Boulevard. See **Appendix G**, *Wastewater Drainage Report* for details regarding the proposed wastewater infrastructure for the property.

4.9 School Impact Analysis

Hudson Commons is within the Agua Fria Union High School District and the Avondale Elementary School District #44. The applicant met with Mr. Carlos Robles, Executive Director of Facilities, Safety and Transportation for the Agua Fria School District on December 12, 2014. The purpose of the meeting was to inform the District of the project, discuss the proposed residential unit count and estimated student projection that will be generated by the development, and discuss the existing capacity of the school district to accommodate the students generated by the development.

Students from this project will attend the Desert Edge High School, located at 15778 West Yuma Road, which is located approximately ¼ mile south of the project area. The location of the school is shown on **Figure 1**, *Regional Vicinity Map*. According to Mr. Robles, the typical student projection for high school student is 0.19 students per household. Based on this project, at full build out based on the target unit count, the Hudson Commons project will generate between 89 and 181 high school students. Mr. Robles indicated that currently, Desert Edge High School has approximately 1,600 students enrolled in the 2013/2014 school year, and the school has the capacity for approximately 1,900 students. Based on these projections, the Desert Edge High School can handle the additional capacity generated from this development.

For elementary students, the project is located within the Wildflower K-8 school boundary area, located at 325 South Wildflower Drive, approximately ½ mile west of the property. The location of this school is shown on **Figure 1**, *Regional Vicinity Map.* The applicant met with Ms. Jill Barragan, Executive Director of Business Services for Avondale School District on March 5, 2014. Ms. Barragan indicated that student projections for K-8 students in their district are typically 0.33 students for single-family homes and 0.25 for multi-family homes, depending on the type of multi-family. This would translate to a range of between 131 and 257 K-8 students. Ms. Barragan also indicated that there is current capacity within the Wildflower school to accommodate new students.

4.10. Phasing Plan

The project will be developed in three primary phases as depicted on **Figure 13**, *Phasing Plan*. It is envisioned that the Single Family residential development parcel will be developed as the initial phase (Phase 1), followed by the multi-family parcel as Phase 2, and the commercial parcel as Phase 3. This is based on anticipated market demand for the property and surrounding area. As the market demand may fluctuate over time, the phasing plan may be adjusted to reflect current market conditions. In any case, the appropriate infrastructure requirements will be provided within each applicable phase to serve the development as defined in more detail below. Note that this is preliminary and may change as the project is developed without triggering an amendment to this PAD, so long as the appropriate infrastructure is provided to serve each applicable development parcel.

Phase 1: Single Family Residential Off-Site Infrastructure

a) extension of the existing sewer main located in Estrella Parkway north to the Harrison Street alignment and installing a new 8" main in the Harrison Street alignment from Estrella Parkway to the southeastern corner of the single-family residential phase;
b) installation of new 12" water mains in 158th Avenue between Van Buren and Harrison Streets;
c) installation of new 12" water main in Harrison Street alignment from 158th Avenue to Estrella Parkway;
d) relocation of the RID well site to the northwestern corner of the single-family residential phase;
e) installation of new 30" irrigation pipe under the sidewalk of 158th Avenue from Van Buren Street to Harrison Street and under the sidewalk alignment of Harrison Street from 158th Avenue to the southeastern corner of the single-family residential phase;
f) construction of the remaining traffic lanes, curb, gutter and sidewalk for Van Buren Street from 158th Avenue to the northeastern corner of the single-family residential phase;
g) construction of a second lane on eastbound Van Buren from the eastern edge of Parcel 1 to the intersection of Estrella Parkway; and
h) construction of half street improvements for 158th Avenue from Van Buren Street to the south edge of the property (approximately 45-feet north of the Harrison Street alignment).

Phase 2: Multi-Family Residential Off-Site Infrastructure

h) Installation of a new 12" sewer main in Estrella Parkway from Harrison Street to the southeastern corner of the commercial phase;
i) construction of the remaining traffic lanes, curb, gutter and sidewalk for Estella Parkway from the northeastern corner of the multi-family phase to the southern perimeter of the property; and

Phase 3: Commercial Off-Site Infrastructure

j) construction of the remaining traffic lanes, curb, gutter and sidewalk for Van Buren Street from the northeastern corner of the single-family residential phase to Estrella Parkway and including a right turn lane for east bound Van Buren Street at Estrella Parkway;
k) construction of the remaining traffic lanes, curb, gutter and sidewalk for Estella Parkway from Van Buren Street to the northeastern corner of the multi-family phase; and
l) traffic signal modification for Van Buren Street and Estrella Parkway due to the addition the Van Buren Street right turn lane and curb and sidewalk improvements.

GENERAL DEVELOPMENT PLAN

HUDSON COMMONS –
FINAL PLANNED AREA DEVELOPMENT

SCALE: +/- 0' 200' 400'

NORTH

Date: 04/17/14
Project No: 0820
Drawn By: KN,PR
Revised:

Figure 7

PRELIMINARY-NOT FOR CONSTRUCTION

LEGEND

- BOUNDARY
- PEDESTRIAN CONNECTIVITY
- RIGHT-IN, RIGHT OUT ACCESS ONLY
- PRIMARY ACCESS POINTS
- MIN. 15% OPEN SPACE FOR RESIDENTIAL PARCELS

LVA

HUDSON COMMONS –
FINAL PLANNED AREA DEVELOPMENT

SITE PLANNING & CIRCULATION PLAN CONCEPT

SCALE: +/- 0' 200' 400'

NORTH

Date: 4/30/14
Project No: 0820
Drawn By: PR
Revised:

Figure 8

PRELIMINARY-NOT FOR CONSTRUCTION

LVA

OPEN SPACE / LANDSCAPE MASTER PLAN

HUDSON COMMONS –
FINAL PLANNED AREA DEVELOPMENT

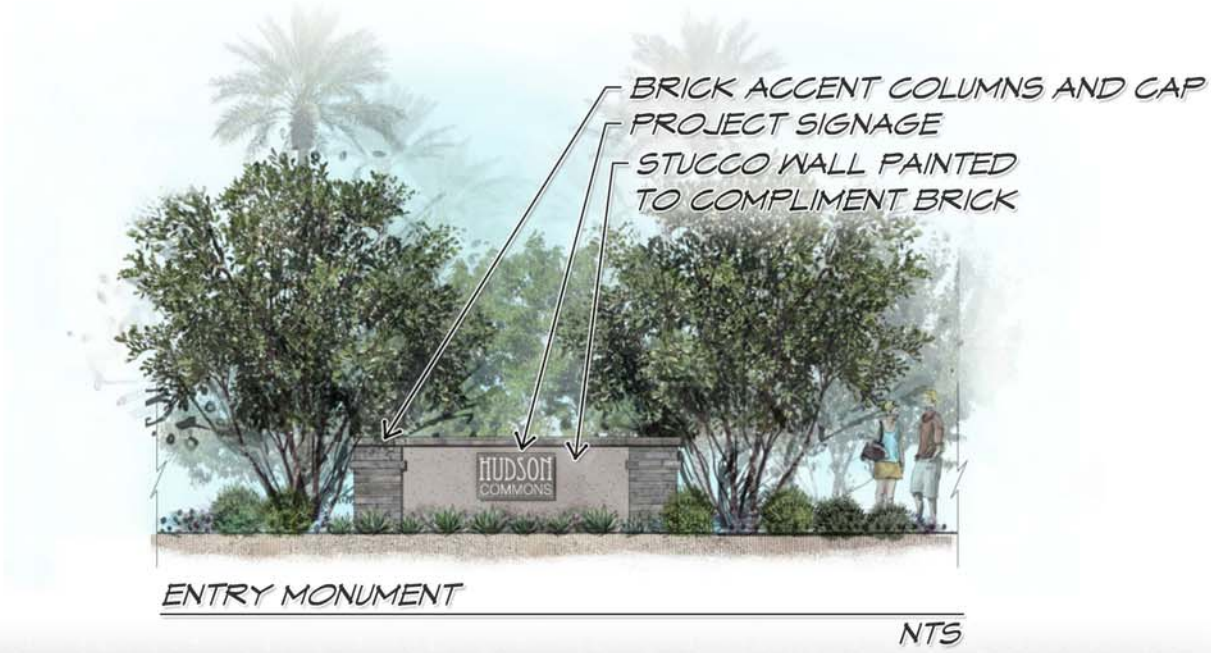
SCALE: +/- 0' 200' 400'

NORTH

Date: 04/30/14
Project No: 0820
Drawn By: PR
Revised:

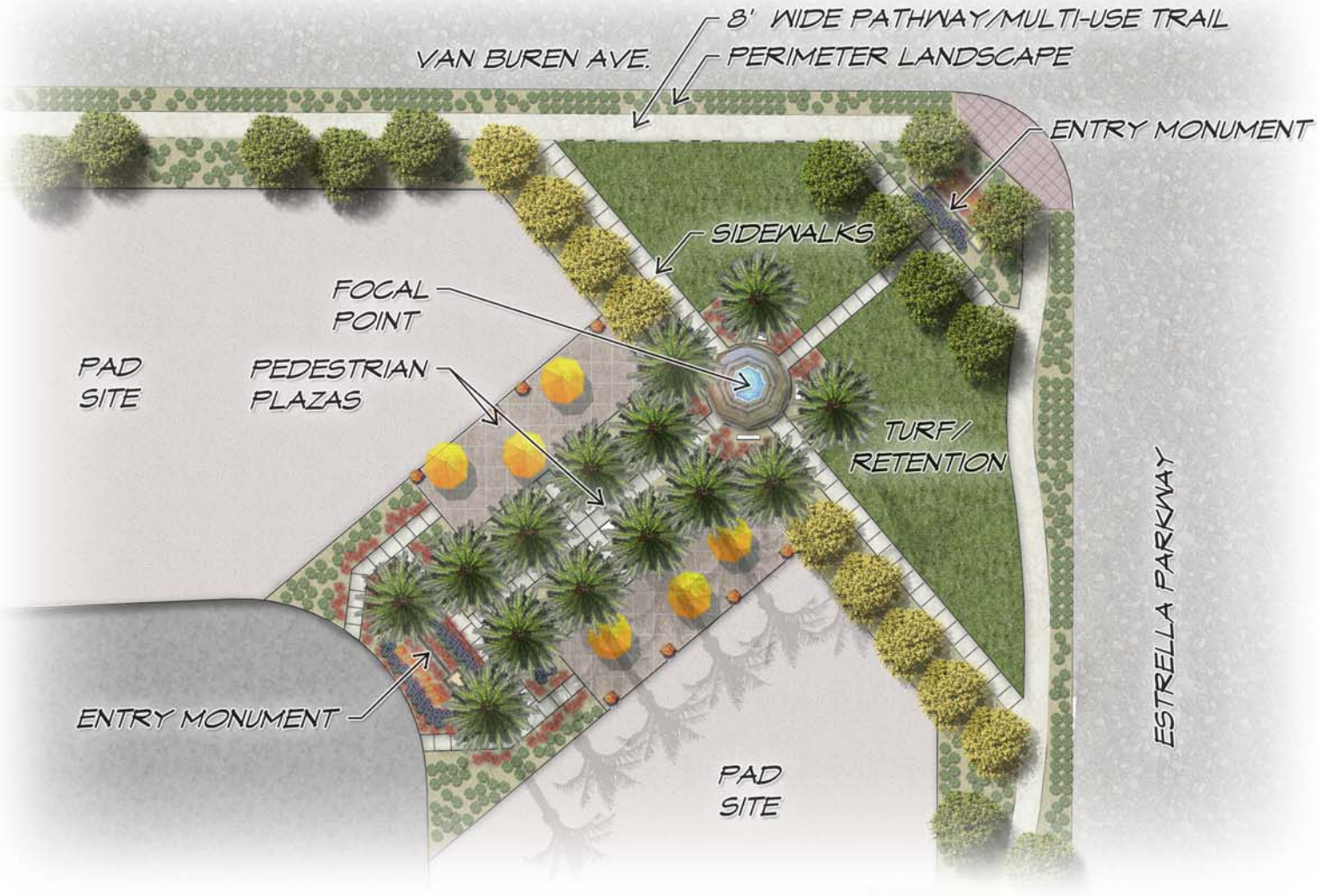
Figure 9

PRELIMINARY-NOT FOR CONSTRUCTION



ENTRY MONUMENT

NTS



LVA

COMMERCIAL ENTRY MONUMENT

HUDSON COMMONS–
FINAL PLANNED AREA DEVELOPMENT

SCALE: +/- 0

NORTH

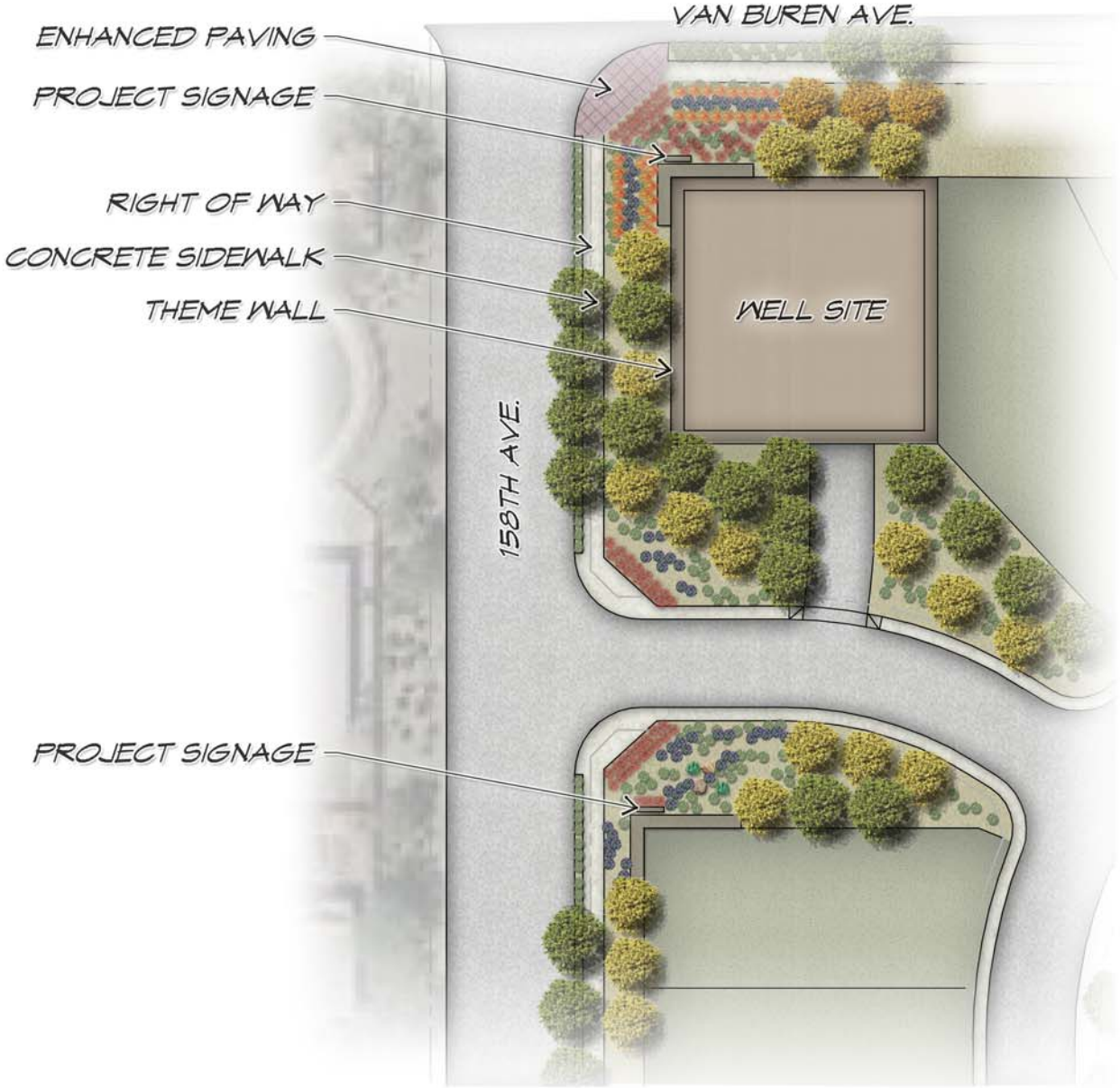
Date: 2/05/14
Project No: 0820
Drawn By: PR
Revised:

Figure 10

PRELIMINARY-NOT FOR CONSTRUCTION

PROJECT SIGNAGE ELEVATION

THEME WALL



LVA

RESIDENTIAL ENTRY

HUDSON COMMONS –
FINAL PLANNED AREA DEVELOPMENT

SCALE: +/-

NORTH

Date: 01/31/14
Project No: 0820
Drawn By: PR
Revised:

Figure 11

PRELIMINARY-NOT FOR CONSTRUCTION

LVA

TYPICAL MINI-PARK CONCEPT

HUDSON COMMONS –
FINAL PLANNED AREA DEVELOPMENT

SCALE: +/-

NORTH

Date: 01/22/14
Project No: 0820
Drawn By: PR
Revised:

Figure 12

PRELIMINARY-NOT FOR CONSTRUCTION

CONCEPTUAL PHASING PLAN

HUDSON COMMONS –
FINAL PLANNED AREA DEVELOPMENT

SCALE: +/-
0' 200' 400'

NORTH

Date: 04/17/14
Project No: 0820
Drawn By: KN,PR
Revised:

Figure 13

PRELIMINARY-NOT FOR CONSTRUCTION

5.0 Regulatory Development Standards

5.1. Purpose and Intent

This section contains the land use and regulatory development provisions to implement the Hudson Commons PAD and to comply with the provisions of Article 3.5 of the City of Goodyear Zoning Ordinance. The provisions within this section apply to all property within the Hudson Commons PAD District as defined within the Legal Description (Included as Appendix A). These zoning and development provisions supersede the provisions defined within the City of Goodyear City Code, as applicable. In the event of a conflict between a use, development standard, regulation or procedure between the Hudson Commons PAD and the City of Goodyear City Code, the Hudson Commons PAD shall prevail. If a development standard or regulation within the City of Goodyear City Code is not specifically addressed within the PAD, then the standard or regulation within the City Code shall apply.

The development regulations within the Hudson Commons PAD govern the land use densities, intensities and general locational criteria within the property. Furthermore, this section includes development standards related to the land use designations, permitted uses, bulk regulations such as setbacks, building height and lot coverage, and various other general development standards that apply to the property.

5.2. Zoning District

The land use designations proposed for the Hudson Commons property include a combination of uniquely designed development regulations and standards that are specific for the project, coupled with standards that are already defined within the City of Goodyear Zoning Ordinance. Below is a summary of the four land use designations for the project.

5.2.a. SF-6 PAD (Single Family 6,000 s.f.: 3.0-4.0 du/ac)

The SF-6 PAD designation is a single family detached residential district with a minimum of 6,000 square foot lots. This district will include single family detached residential with a target of approximately 91 residential units.

5.2.b. SF-5 PAD (Single Family 5,000 s.f.: 3.5-5.0 du/ac)

The SF-5 PAD designation is a single family detached residential district with a minimum of 5,000 square foot lots. This district will include single family detached residential with a target of approximately 109 residential units.

5.2.c. MF-24 PAD (Multi-Family Residential; 10.0 -24.0 du/ac)

The MF-24 PAD designation is a multi-family residential development parcel that will permit a variety of multi-family densities and product types, ranging from apartments, townhouses, condominiums and attached or detached cluster housing product. This district may include a single development project, or multiple development projects with difference densities and product types with a density range of between 10 to 24 dwelling units per acre. The ultimate site plan for the multi-family development(s) will be

designed in conformance with the City Center Gateway Overlay District related to building setbacks along the Estrella Parkway street frontage. At full build out, the MF-24 PAD parcel may have as many as 677 residential units.

5.2.d. C-2 PAD (General Commercial)

The C-2 PAD General Commercial district is a 22-acre parcel at the intersection of Van Buren and Estrella Parkway. This commercial shopping center will include a primary "anchor" building with a series of smaller pads internal to the parcel and along the perimeter street frontage. The ultimate site plan for the commercial center will conform to the requirements of the City Center Gateway Overlay District, including required building frontages along Estrella Parkway to create an urban feel to the streetscape.

5.2.e. City Center Gateway Overlay District

The City Center Gateway Overlay District applies to the portion of the Hudson Commons property that lies within 660-feet of the centerline of Estrella Parkway as defined within Section 9-2-2.A of the Goodyear Zoning Ordinance. The purpose of the Overlay District is to provide a physical link between the Planned Regional Center north of McDowell Road and the planned City Center at the intersection of Estrella Parkway and Yuma Road along the Estrella Parkway Corridor. The intent of this District is to: enhance the image of the community; protect and enhance surrounding and adjacent land uses; maximize the public and private investment in the area; promote the value of properties within the District; promote compatible land uses; provide flexibility in the design and approval process to allow for the orderly development of this area; and allow for the use of incentives to promote quality design and development.

It is the intent of the Hudson Commons PAD to conform to the standards and guidelines defined within the City Center Gateway Overlay District for the designated areas within the PAD.

5.3. Permitted Uses

5.3.a. SF-6 PAD and SF-5 PAD Permitted Uses

- All Principal Permitted Uses as defined within Article 3-2-6.A of the City of Goodyear Zoning Ordinance, with the following modification:
  - Well site (relocated Roosevelt Irrigation District well site) subject to the following performance standards:
    - Screened by a minimum 5-foot solid decorative wall and access gate where visible from a public street or residential property.
    - 10-feet of landscaping around the entire perimeter of the decorative wall where visible from a public street or residential property.
- All Permitted Accessory Uses as defined within Article 3-2-6.B of the City of Goodyear Zoning Ordinance.
- All Use Permit Uses as defined within Article 3-2-6.C of the City of Goodyear Zoning Ordinance.

5.3.b. MF-24 PAD Permitted Uses

- All Principal Permitted Uses as defined within Articles 3-2-8.A and 3-2-9.A of the City of Goodyear Zoning Ordinance.
- All Permitted Accessory Uses as defined within Articles 3-2-8.B and 3-2-9.B of the City of Goodyear Zoning Ordinance.
- All Use Permit Uses as defined within Articles 3-2-8.C and 3-2-9.C of the City of Goodyear Zoning Ordinance.

5.3.c. C-2 PAD Permitted Uses

- All Principal Permitted Uses as defined within Article 3-3-3.A of the City of Goodyear Zoning Ordinance, with the following modifications:
  - Adult Bookstores and other Adult Businesses are not permitted.
  - Large Retail User is not subject to the provisions of Article 4-2-7.
- All Permitted Accessory Uses as defined within Article 3-3-3.B of the City of Goodyear Zoning Ordinance.
- All Use Permit Uses as defined within Article 3-3-3.C and 9-2-3-C of the City of Goodyear Zoning Ordinance.

5.4. Development Standards

The various development standards tables that follow are designed to provide appropriate protections and transitions between land uses and zoning designation within Hudson Commons and adjacent properties. The standards identified herein have been established for yard, height, bulk and area requirements.

5.4.a. Single-Family Residential Development Standards

Tables 4, *Single Family Residential Development Standards* provide the bulk regulatory development standards that will apply to the SF-5 PAD and SF-6 PAD zoning districts. In addition to the standards provided within **Table 4**, the following design standards shall apply to the SF-5 PAD and SF-6 PAD parcels to mitigate the smaller lot size permitted with the SF-5 PAD parcel, and to enhance the overall design quality of the single-family residential development within Hudson Commons:

- Detached sidewalks and tree-lined streets, creating an enhanced streetscape elements within the subdivision;
- Mini-park with playground equipment, shade structure and seating areas to promote year-round use.
- Connected, centralize open space and trail at the northern end of the subdivision that ties the community together, providing pedestrian and other non-motorized access through the development and to the commercial parcel;
- Short blocks (maximum 20 lots per block) with side landscape tracts at the end-caps of all east/west streets;
- Alternate paving of driveways, including pavers and/or stamped, colored concrete or other decorative driveway treatment.
- Design guidelines (see Section 5) that address elements such as product design, garage orientation, streetscape elements, etc., to

ensure high-quality residential neighborhoods while allowing a slightly smaller lot size and density near the City Center.

Table 4: Single Family Residential Development Standards			
Standards		**SF-6 PAD**	**SF-5 PAD**
Minimum Net Site Area (sf)		6,000	5,000
Minimum Lot Width (ft)		60	50
Minimum Lot Depth (ft)		100	100
Maximum Height (ft)		30	30
Maximum Building Coverage		50%	55%
Minimum Setbacks			
	Front (ft) (1)	20	20
	Minimum Side Yard (ft)	5	5
	Rear Yard (ft) (2)	20	20
	Street Side(ft) (3)	10	10
Footnotes:			
(1)	Ten foot setback for side entry garage, livable space or front porch.		
(2)	Rear covered patios may encroach to within 10-feet of the rear property line.		
(3)	Five foot setback permitted if a minimum eight foot tract is provided between the corner lot and the adjacent right-of-way.		

4.4.b. Multi-Family Residential Development Standards

Tables 5, *Multi-Family Residential Development Standards* provide the bulk regulatory development standards that will apply to the various multi-family residential product types permitted within the SF-24 PAD zoning district, which may include subdivided property (such as townhomes, cluster product and flats) or un-subdivided property (such as apartments or condominiums).

Table 5: Multi-Family Residential Development Standards			
Product Types		**MF-24 PAD Unsubdivided**	**MF-24 PAD Subdivided**
Maxium Density in DU/AC		24	18
Minimum Lot Width (ft)		No Minimum	40
Minimum Lot Depth (ft)		No Minimum	60
Maximum Height (ft)		40	40
Maximum Building Coverage (gross parcel area)		70%	70%
Perimeter Landscape Setback (Perimeter of district)			
	Eastern & Northern Boundary	10	10
	Southern Boundary	15	15
	Western Boundary	20	20
Perimeter Building Setback (Perimeter of district)			
	Eastern & Northern Boundary	10	10
	Southern Boundary	15	15
	Western Boundary (1 story/2 story/3 story)	30/50/75	30/50/75
Interior Setbacks (for Subdivided property)			
	Front (ft) (1)	N/A	10
	Side Yard (detached & attached end units only)(ft)	N/A	5
	Street Side (ft) (2)	N/A	10
	Rear (ft)	N/A	10
Footnotes:			
(1)	Front entry garages facing a street require 20-foot setback measures from back of sidewalk to face of garage door.		
(2)	Five foot setback permitted if a minimum eight foot tract is provided between a corner lot and adjacent street.		

5.4.c. Commercial Development Standards

Commercial Development Standards for the C-2 PAD zoning district shall conform to the C-2 development standards within Article 3-3-6, Commercial District Standards of the Goodyear Zoning Ordinance, and applicable portions of Article 9-2, City Center Gateway Overlay District, for the areas of the PAD that are location within the City Center Gateway Overlay District.

5.5. Landscape Standards

The Hudson Commons PAD shall conform to the Landscape Standards within Article 5.1, Landscape Standards of the Goodyear Zoning Ordinance, and applicable portions of Article 9-2-5.D, Landscape Standards for the areas of the PAD that are located within the City Center Gateway Overlay District.

5.6. Off-Street Parking and Loading

The Hudson Commons PAD shall conform to the Off-Street Parking and Loading requirements within Article 6, Off-Street Parking and Loading, and Article 9-2-5.A: Parking Design Standards for the areas of the PAD that are located within the City Center Gateway Overlay District.

5.7 Signs

The Hudson Commons PAD shall conform to the Sign Regulations within Article 7, Sign Regulations, and Article 9-2-5.H, Signage for the areas of the PAD that are located within the City Center Gateway Overlay District. The developer/property owner reserves the right to prepare a comprehensive sign plan for all or portions of the property, subject to a legislative review and approval process.

5.8. Amendment Procedures

The following provisions are intended to provide criteria for the determination of major and minor amendments to the Hudson Commons PAD. In addition, this section is intended to define the amendment procedures applicable for major and minor amendments.

Amending the PAD may be necessary from time to time for various reasons, including as a response to changing market or financial conditions, to reflect new development conditions, to respond to specific or unique requirements of a potential user or development on the property, or to address an issue or issues that were not contemplated in the approved PAD. Amendments to the approved PAD may be initiated by the Master Developer or land owner for the property under ownership of the land owner and may address the entire PAD, or may be limited in its scope to a specific map(s), table(s) or narrative section(s) of the PAD. Only the content of the specific amendment request shall be considered and acted upon by the Development Services Director, Planning Commission and/or City Council. All elements of the PAD not directly impacted by the requested amendment shall remain as previously approved.

When a change or modification to the PAD is deemed necessary by the Master Developer or land owner within the defined limits of the Hudson Commons PAD, proposed amendments shall conform to the following procedures:

1. The Applicant(s) shall submit a letter which defines the proposed amendment and the rationale for such amendment to the City of Goodyear Development Services Director outlining the Applicant's interpretation of the amendment type (major or minor).

2. Upon receipt of the proposed amendment request, the Development Services Director shall determine if the proposed amendment constitutes a major or minor amendment in accordance with the criteria defined below.

5.8.a. Major Amendments

If the Development Services Director determines the proposed amendment to be a major amendment, as described in the major amendment criteria below, the amendment shall be processed in the manner set forth within Article 1-3-1 of the City of Goodyear Zoning Ordinance.

Major Amendment Criteria:
A Major Amendment is a change to the PAD that has a material change to the vision, purpose and intent, master plan elements or regulatory development standards defined within the PAD. A change to the PAD shall be deemed Major if it meets one or more of the following criteria as determined by the Planning Director:

- Density Regulation: A proposed increase or decrease in the maximum number of residential units by more than 10%.
- Permitted Use Regulation: A substantial alteration to the list of principal permitted uses, permitted accessory uses, or use permit uses of the property as set forth in the PAD.
- Development Regulation: A proposed change to a quantified physical regulatory development standard for a district, such as a change in building height, setbacks, or other bulk regulation if that change substantially modifies the purpose and intent of the development regulations, or has the potential to impact the public health, safety and welfare as determined by the Planning Director (Note: a change requested as part of an individual development project shall be processed as a Variance in accordance with Article 1-3-3 of the City of Goodyear Zoning Ordinance.
- Parcel Modification: A proposed increase or decrease in the size of a development parcel by more than 20% of the total gross acreage.

5.8.b. Minor Amendments
If a proposed change does not meet the criteria outlined above for a major amendment, then it shall be considered a minor amendment and shall be acted upon administratively by the Development Services Director. Unless otherwise required by law, those changes determined to be minor shall not require public notice or public hearings.

Minor Amendment Criteria:

- Adjustments to roadway access points that do not impact defined median breaks within Van Buren Road or Estrella Parkway.
- Adjustments to development parcel boundaries that do not meet the threshold for a major amendment.
- An increase in the total residential unit count by no more than 10%.
- Any proposed use which is deemed to be analogous to a defined principal permitted use, permitted accessory use, or use permit use as determined by the Development Services Director.
- Any alteration to the PAD narrative or exhibits which does not directly impact the public health, safety and welfare for any adjacent property owner or that of the general public as determined by the Development Services Director.
- Any other revision, adjustment or interpretation to the PAD that does not meet the criteria for a major amendment as defined in **Section 5.8.a** above, as determined by the Development Services Director.

Upon the approval of any proposed amendment to the PAD, the amendment shall be attached to the PAD as an addendum and shall become a part thereof.

6.0 Design Guidelines

6.1. Purpose and Intent:

The Design Guidelines provided within the section are developed to supplement the regulatory development standards to encourage a higher quality design within the Hudson Commons property. They have been provided to establish an overall design vision for the property and to ensure consistency and compatibility among the various uses within the project. The guidelines are generally taken from the City's Design Guidelines Manual dated July 11, 2011, but have been customized for the Hudson Commons property. The design guidelines provided within this section of the Hudson Commons PAD shall replace the standards defined within the City of Goodyear Design Guidelines Manual. The guidelines are broken down into four primary sections, including Single Family Residential, Multi-Family Residential, Commercial, and City Center Gateway Overlay District.

6.2. Single Family Residential

A. Subdivision Design

(1) Lot and Tract Design

(a) Variation in siting and orientation of each subdivision is essential to achieve visual diversity and avoid monotony. Provide a mix of garage door types and orientations, including front facing, recessed front facing garages (minimum 5 feet behind livable space) and side-entry garages to break up the monotony of all garage doors facing the street.

(b) To minimize glare from vehicle headlights and to promote safe traffic maneuverability, subdivisions should minimize the number of lots that center on a "T" intersection.

(c) Streets should not terminate on a blank wall or narrow landscape strip (less than 15-feet). Streets should terminate on common open spaces or cul-de-sacs with lots.

(d) All utilities and ground mounted mechanical equipment shall be placed underground or in a vault, or fully screened from view through landscape placement and/or color treatment.

(e) Corner lots should be at least 5-feet wider than interior lots, or a minimum 8-foot landscape tract should be provided between the lot and adjacent corner right-of-way to accommodate the housing product and a wider street side setback.

(f) Where streets back onto collector or arterial streets, a minimum 15 foot landscaped parkway shall be provided, measured from the right-of-way line to the wall (or as provided within the regulatory development standards of this PAD).

(g) To the extent practical, single family residential lots should be oriented to maximize solar benefits and efficiency of energy use.

(h) Provide an appropriate location for the storage of trash receptacles that are fully screened from public view behind a wall or gate.

(2) Residential Circulation

(a) To minimize potential conflict points, four-way street intersections (local to local) are discouraged.
(b) Subdivisions shall provide convenient pedestrian access to non-residential areas, including the adjoining commercial parcel, and nearby schools, parks, and public transportation.
(c) All right-of-way landscaping shall utilize low-water use plant material.

(3) Usable Open Space

(a) Provide open space as an integral feature in the framework of the development.
(b) The design of improved open spaces should recognize and incorporate views, solar angles, and the naturel of outdoor activities which are planned in conjunction with the development.
(c) All open spaces shall incorporate direct pedestrian connections between development parcels, public rights-of-way, and nearby uses such as schools, parks and public transportation facilities.
(d) Usable retention areas should be located so they are visible, attractive, and accessible for recreational use. Basins should have adequate street frontage to provide visibility and easy access.
(e) Active outdoor recreational opportunities should be designed for all ages adjacent to each other to allow a diverse recreational setting and to function as a central activity center within the neighborhood.
(f) Outdoor seating areas, tot lots and other active play equipment shall be covered with shade structures to protect users from the sun and encourage year-round activity.
(g) All storm water retention facilities should be aesthetically pleasing and integrated into the development's open space system. However, primary recreational amenities, such as tot lots, should be located wholly or partially outside storm water retention facilities.
(h) Mini parks and common open spaces should be centrally located and evenly distributed throughout the subdivisions and should provide opportunities for both active and passive recreation (tot lots, seating, formal or informal play areas, shaded areas, etc.) While there may be some hard surface areas, emphasis should be on providing usable green areas including shade to encourage year round usage for social interaction, relaxation, recreation and visual relief.
(i) Open spaces and recreation should be located so they can be observed from the front of nearby homes and from the street, to the extent practical. Housing should front onto mini parks.

(4) Model Home Complex Landscaping

(a) Production builders are responsible for providing landscaping in all planted areas within the front yards of single family detached home lots. Production home builders are required to offer at least three (3) different front yard landscape options, one of which shall be a low-water usage xeriscape option.

(b) The use of drought-tolerant trees, shrubs and groundcover is required as an element of the landscape packages.

(c) Appropriate shade trees should be utilized to reduce the urban heat island effect.

(d) Model home complex parking lots shall contain trees and landscaping consistent with the landscape design of the lots that contain the model homes. Landscaping should be used to screen and soften the parking areas and long expanses of privacy walls.

(5) Crime Prevention Through Environmental Design

(a) Front building entrances should be accentuated by architectural elements, lighting and/or landscaping. All front doors that open to the outside should be well lit and visible from the street, parking area or neighboring units.

(b) Parking areas, pedestrian walkways, and recreation areas should be visible from a multitude of windows, doors, and/or view fencing.

(c) Buildings should be sited so that the windows and doors of one unit are visible from another. All four facades should have windows.

(d) For safety reasons, exterior front doors should be designed with a solid core, peep holes, deadbolt locks and reinforced with strike plates.

(6) Community Monumentation and Walls

(a) All open space areas shall incorporate pedestrian connections to adjoining residential, public rights-of-way, commercial projects, parks, and other adjacent land uses.

(b) Residential neighborhood entries should be designed as integrated features of the overall development and should be marked by entry features, such as entrance paving, landscape treatment, enhanced wall treatment, signage, and/or other enhanced amenities.

(c) Subdivision perimeter walls shall be constructed using materials that include decorative masonry block, stucco, and/or decorative stone or brick. Perimeter walls should be architecturally enhanced and should use materials and colors that complement the project's architecture. Perimeter walls should be designed in such as manner as to create an attractive appearance to the street and to compliment the style and character of the homes and the neighborhood.

(d) Subdivision perimeter walls shall include pillars with caps, and/or decorative stone or brick. Incorporation of decorative wrought iron, trellises, raised planters, or other artistic features in context with

the area are strongly encouraged. Perimeter walls shall incorporate various textures, staggered setbacks, and variations in height in conjunction with landscaping to provide visual interest and to soften the appearance of the perimeter walls. Perimeter walls should be broken up by pillars or staggered setbacks approximately every 200 feet.

(e) Privacy walls visible from the street should be constructed with compatible materials and colors of the homes. Homes adjacent to common open space should consider wrought iron grillwork and view fencing as appropriate, without compromising privacy, to provide visual access to open space.

(f) Walls and fences shall not be used as community barriers to open space. Open Space must exhibit some "window" upon the greater neighborhood. "Walled -in" open spaces are not desirable.

(g) In the front/side portion of each home, a side gate should be constructed on at least one side. Side gates should be a minimum of three feet in width and should be constructed of wood and/or metal.

(h) Each primary entry to a subdivision shall include an entry feature, such as a monument, signage, decorative landscaping, and/or enhanced wall detail to establish a sense of arrival and identity within the subdivision.

(i) Primary themed entry features are encouraged to use back-lit decorative lighting to enhance walls and signage.

(j) Primary entry points to a subdivision should not "T" directly into the front of a lot or side yard perimeter wall. Encourage a layout that incorporates open space near the subdivision entry to create an attractive entry experience into the subdivision.

(7) Trails, Pathways and Sidewalks

(a) The minimum width of an open space trail should be five feet.

(b) Decorative theme lighting, accent lighting, or lighted bollards should be placed along primary walkways and pedestrian connections to usable open space areas to improve visibility and safety.

(c) When clustered mailboxes are utilized, the structures shall be consistent with the thematic character of the development through the use of common integrative elements such as building materials, roof pitch, and color palette.

B. Architectural Form

(1) Building/Garage Orientation

(a) Garages should be designed and located to reduce the visual impact of garage doors along street frontages. A mix of garage orientations (i.e. recessed front façade, side entry) shall be provided.

(b) For forward facing garage plans, the garage portion of the house shall not extend out from the porch or livable portion of the home

by more than six (6) feet. If a front facing garage projects out from the porch or livable area of the home, the plan shall include portals, low courtyard walls with pilasters, or other design techniques to de-emphasize the dominance of the garage face.

(c) Homes with three-car garages shall be designed so that the third car garage is architecturally separated and/or offset a minimum of two (2) feet from the other garage door. The intent is to soften the garage dominance and provide for horizontal articulation.

(d) Single-family residential development shall have a minimum of two enclosed off-street parking spaces per dwelling unit.

(e) There shall be a minimum of 20 feet between the garage door and the sidewalk for front-facing garages to accommodate adequate parking in the driveway.

(2) Architectural Design

(a) Energy efficiencies should be incorporated into the design of all new buildings.

(b) The following measures that promote environmental sensitivity and potential long-term cost savings should be considered:

i. Orient and design new structures to minimize solar heat gain, reflectivity and glare, and to achieve an optimum level of energy efficiency;

ii. Shelter entries and windows and use architectural shading devices and/or landscaping to minimize cooling losses;

iii. Use energy efficient materials in doors and windows;

iv. Use energy efficient lighting;

v. Mitigate urban heat island effect with cool roofing materials, shade trees and cool paving materials;

vi. Consider offering the integration of solar panels on roofs.

(c) The entry should be the focal point of the home through the use of roof elements, columns, porticos, recesses or pop-outs, and/or other architectural features. Each front door or entryway shall be clearly visible from the front of the lot. Front doors on the side of the house, whether visible or not, are strongly discouraged.

(d) The front door to the home shall be clearly visible from public view (i.e. from the front portion of the lot).

(e) At least three (3) different architectural styles shall be provided for each floor plan. Elevations shall be structurally different with different roof types facing the street.

(f) Usable front porches are highly encouraged. Front porches should match the scale and architectural detail of the home.

(g) Provide a variety of roof forms and ridgelines for elevations facing the street.

(h) Deep-set pop-out windows and doors along with other architectural projections and recesses shall be used to provide individuality of units.

(i) Courtyard walls a maximum of three feet in height in the front yard (or side yard) adjacent to the driveway areas are encouraged to create usable gathering areas.
(j) Long, unbroken facades are prohibited. Building masses broken up by stepping back from front and rear minimum setbacks, fenestration or other similar architectural treatment is encouraged.
(k) The height, mass, and appearance of residential units should include some variation to provide visual interest to the streetscape.
(l) Standard feature stone, brick or other significant accent feature material shall be provided as a standard feature (not an option) on at least one elevation for each floor plan available.
(m) The exact same standard plan and elevation shall not be built immediately next door to one another.
(n) Homes with the same plan that are proposed to be built next door to, or across the street from one another shall utilize a different paint scheme and roof tile style or color.
(o) The design of accessory structures shall be architecturally similar to the main structure through the use of the same architectural treatment, materials and colors.
(p) Roof mounted HVAC and evaporative cooler equipment shall be prohibited. All equipment shall be property screened from public view. Vents and flues should be located to occur on the least prominent side of the ridgeline whenever possible and shall be painted to match the color of the roof.
(q) All roof pipes, vents, and other roof penetrations and attachments, and equipment shall be configured to have minimal visual impact as seen from the street. Roof penetrations (except chimneys) shall not extend above the ridgeline and shall be painted or architecturally integrated with the roof design and color.
(r) A usable, covered outdoor patio is encouraged within the rear year of each unit. Covered patio dimensions should be at least 100 square feet, with a minimum interior dimension of ten (10) feet.
(s) A minimum of two coach lights should be placed at the front face of the garage or other appropriate location for security.
(t) All visible elevations of a side entry garage shall appear as livable area by utilizing windows, wainscot, or other design elements compatible with the design of the structure.

(3) Materials and Colors

(a) Use materials, colors and other architectural treatments to create visual unity and an identifiable character. Exterior materials and architectural details should complement each other.
(b) Acceptable exterior building materials include brick, masonry, stucco, adobe, stone and wood. However, the use of wood as a predominant material is not encouraged.
(c) Use of wood as trim or accent is encouraged. Wood products should be of sufficient quality and should be substantial in proportion and appearance.

(d) Acceptable pitched rood materials include clay tile, slate, flat concrete tile, or stone coated metal.
(e) Roof materials should exhibit muted earth tone colors. The roof material palette should contain more than one color to achieve a multi-colored appearance throughout the subdivision. A wide variety of roof materials throughout the neighborhood is encouraged.
(f) Exposed gutters and downspouts should be colored to match fascia or wall materials.
(g) Proposed residential projects should include at least six (6) different color schemes and at least two (2) different tile styles is three (3) different colors.
(h) Colors shall be non-reflective, muted earth tone colors that recall the hues of the ground plane, surrounding mountains and plant materials. The use of bright and primary colors is discouraged.

C. Solar Panel Design Guidelines (for single family homes)

(1) South Facing Pitched Roofs (within 45 degrees east or west of due south)

The following guidelines are to be used in the design and placement of solar panels (i.e. photovoltaic and solar thermal systems) on pitched and flat roofs of single-family homes to ensure compatible design.

(a) Solar panels should be low profile and parallel with the plane of the pitched roof.
(b) The top of the panels should not exceed eight inches above the adjacent roofing surface (i.e. tile, shingles, etc.). Panels should not project above the roof ridge line.
(c) Placement of solar panels should be uniform. Consider the panels as part of the overall roof configuration. Match the shape and proportions of the panels with the shape and proportions of the roof.
(d) The color of the panel frames and support structure shall be neutral and compatible with the roof surface color(s). Exposed frames and components should have a non-reflective surface.

(2) North and East/West Facing Pitched Roofs (within 45 degrees of south or due east or west)

(a) Panel tilt angle should not exceed 15 degrees above horizontal plane.
(b) Height of panels should not exceed 24 inches above the roof surface at any point. Panels should not project above the roof ridge line.
(c) Placement of solar panels should be uniform. Consider the panels as part of the overall roof configuration. Match the shape and proportions of the panels with the shape and proportions of the roof.

(d) The color of the panel frames and support structure shall be neutral and compatible with the roof surface color(s). Exposed frames and components should have a non-reflective surface.

(3) Flat Roofs (1/2-inch or less per foot slope)

(a) Top of panels should not exceed 30 inches above the adjacent finish roofing surface on flat roofs with or without parapets.
(b) The placement and height of the panels should be uniform. Consider the solar panels as part of the overall roof configuration.
(c) The color of the panel frames and support structure shall be neutral and compatible with the roof surface color(s). Exposed frames and components should have a non-reflective surface.

6.3. Multi-Family Residential

A. Site Design

(1) Site Layout and Orientation

(a) New multi-family residential development should respect the development in the immediate area through the use of setbacks, complimentary building arrangements and avoidance of overwhelming building scale and visual obstructions to views.
(b) Clustering of multi-family units should be a consistent site-planning element.
(c) Buildings should be generally oriented parallel to streets with varying setbacks to provide visual interest and varying shadow patterns.
(d) Buildings should be oriented to promote privacy from other units to the greatest extent possible.

(2) Access and Circulation

(a) Site design shall encourage alternative modes of transportation. Such design considerations include connections to existing off-site trails/paths and bikeways, bicycle parking and storage areas and designs facilitating the use of mass transit.
(b) All multi-family developments should incorporate pedestrian connections to adjoining residential and commercial developments, roadways, schools, open space areas and other compatible land use facilities where appropriate.
(c) The on-site pedestrian circulation system shall link the various site amenities and components that are available (i.e. parking fields, play areas, clubhouse, pools, and recreation center, refuse enclosures, etc.). The circulation system shall incorporate regular and evenly distributed placement of shaded, well-lit bench seating and other pedestrian refuge areas.
(d) Decorative materials should be used to clearly delineate pedestrian walkways. The use of hardscaping (i.e. cement sidewalk, pavers, etc.) for walkways is required. Pedestrian

walkways and paths traversing on-site vehicle drive aisles should be distinguished with an alternative hardscape material such as, pavers, patterned, stamped or colored concrete.

(e) Gates are not required. If gates are utilized at entries they should be attractively designed as an important architectural feature of the site.

(3) Parking Areas

(a) Multi-family residential parking areas shall be divided into a series of connected smaller parking courts. Parking courts should be separated from each other by dwelling units, garages, or by a landscaped buffer not less than 15 feet wide. Parking courts should be treated as an important public space whose character is clearly and coherently delineated by landscaping, lighting, building massing, and pedestrian/vehicular circulation.

(b) Interior landscape islands shall be provided between parking spaces, at a rate of one per every 12 parking spaces, to avoid long rows of non-shaded parked cars. The planting islands shall be a minimum of 160 square feet (8' by 20') and be protected by a 6-inch high curb on all sides, except for opening to allow for water harvesting as applicable.

(c) Carports and detached garages shall be designed as an integral part of the architecture of projects. They should be similar in material, color, and detail to the buildings of a development.

(d) Where garages are utilized, garage doors should appear set into walls rather than flush with the exterior wall. Garage doors should be architecturally styled to match the architecture of the buildings on which they are located.

(4) Project Entries

(a) Vehicular entries provide a good opportunity to introduce and identify multi-family developments. The site entry should be treated with special landscape elements that will give individual identity to the project (i.e. specimen trees, shrubs, flowering plants, etc.). Special entry features, such as entrance paving, ornamental landscaping, landscaped medians, architectural monuments, decorative walls, signs, and/or enhanced paving, specialty lighting and any other entry features should be incorporated into the primary themed entry as accent features.

(b) The main site entry design should incorporate enhanced hardscape features to delineate the site.

(5) Crime Prevention Through Environmental Design

(a) Building entrances should be accentuated by architectural elements, lighting and/or landscaping. All doors that open to the outside should be well lit and visible from the street, parking area or neighboring units.

(b) Parking areas, pedestrian walkways, elevators, stairwells and recreation areas should be well lit and visible from a multitude of windows and doors.
(c) Refuse enclosures and other similar structures should not create blind spots or hiding areas.
(d) Buildings should be sited so that the windows and doors of one unit are visible from another. All four facades should have windows and/or be clearly visible from common areas.
(e) Landscape design should not preclude visibility or surveillance capabilities to common areas and units.
(f) Thorny plants that discourage pedestrian movement or vandalism should be placed adjacent to long, remote expanses of perimeter walls where appropriate.
(g) All areas including pedestrian walkways/paths, active play areas and open space shall be adequately lighted and designed to assure safety and security. All lighting shall be properly shielded from adjacent properties.
(h) Common open spaces should be conveniently located for the majority of units. Children's play areas should be visible from as many units as possible.

(6) Open Space

(a) Common open space shall be the central focus of the project. Open space that links recreational facilities with the development and is uninterrupted by vehicular circulation or parking is highly encouraged.
(b) Buildings should be oriented to create courtyards, plazas, etc., thus increasing the aesthetic appeal to the area.
(c) The development shall provide both passive and active recreation areas such as barbeque grills, swimming pools, tot lots, sport courts and turf areas. Useable open space areas and on-site amenities should be distributed equitably and/or central to the development.
(d) Common open spaces should be conveniently located for the majority of units. Children's play areas should be visible from as many units as possible.
(e) Children's tot lot play areas shall include shade structures to protect users from the sun and to encourage year-round activity.
(f) The design and orientation of open space areas should be sheltered from the noise and traffic of adjacent streets or other incompatible land uses.

(7) Landscaping

(a) Landscaping should be used as a unifying element within a project to achieve a cohesive appearance and to help achieve compatibility of a new project with its surroundings.
(b) Landscaping should be provided at the foot of buildings to soften the appearance and provide a transition between paved areas on the ground plane and building materials on the vertical plane.

(c) Potted plants, ornamental landscaping and architectural features should enhance courtyards, plazas and other gathering areas.
(d) Flowering trees and shrubs should be used to provide color and accentuate entry ways and activity areas. Landscaping should be used to define areas such as building entrances, key activity hubs, focal points, and the street edge.
(e) All areas not covered by structures, drives, parking or hardscape shall be appropriately landscaped with a variety of materials.
(f) Landscaping should consist of water-efficient trees and plants. Proposed landscaping should be drought tolerant. Proposed landscape treatment should consider the site's unique natural character and landscape.
(g) Existing site amenities should be preserved and incorporated within new multi-family projects whenever feasible. Views, mature trees, and other vegetation (or features) unique to the site should be preserved and incorporated into development proposals whenever possible.

(8) Lighting

(a) Lighting shall be provided within outdoor spaces to provide visual interest as well as a security function.
(b) Decorative theme lighting, accent lighting or lighted bollards shall be placed along pedestrian connections and in useable open space areas to improve visibility and safety.
(c) Lighting design shall be compatible with the building architecture, with fixtures of a consistent type and size within the development.
(d) Entry features should use integrated decorative lighting to enhance walls, signage and landscaping features.

(9) Wall Design

(a) Perimeter walls are not required. If utilized in a development, perimeter walls should be designed in such a manner as to create an attractive appearance to the street and to compliment the style and character of the homes and the neighborhood.
(b) Perimeter walls should be architecturally enhanced and should use materials and colors that compliment the project's architecture. The proportion, scale, and form of the walls adjacent to the homes should be consistent with the building's design.
(c) Perimeter walls are required to be of masonry construction and have a minimum ten foot (10') landscaped setback containing trees and landscaping.
(d) The maximum height of any perimeter wall or fence in the rear and side yards should be 6-feet measured from the high side elevation. Specialty walls such as screen walls, sound walls and retaining walls should have a maximum height dependant on necessity and location.

(e) Buildings adjacent to common open space areas shall have wrought iron grillwork and view fences to provide visual access to open space where appropriate.
(f) Perimeter walls should incorporate various textures, staggered setbacks, and variations in height in conjunction with landscaping to provide visual interest and to soften the appearance of perimeter walls.
(g) Long continuous perimeter walls are prohibited. Perimeter walls should be broken up by pillars or staggered setbacks.

(10) Cluster Mailboxes

(a) Cluster mailboxes shall be located in centrally located and well-lit areas.
(b) Cluster mailboxes should be consistent with the thematic character of the development through the use of common integrative elements such as color palette, building materials and roof pitch.

(11) Utility and Mechanical Equipment

(a) All mechanical equipment whether mounted on the roof or ground shall be fully screened from public view. Utility meters and equipment should be placed in locations that are not exposed to view from the street. All screening devices are to be compatible with the architecture and color of the adjacent structures.
(b) Noise generating equipment should be located away from residential units, public spaces and pedestrian areas.
(c) Backflow preventers for landscape irrigation and domestic water shall not be located at visually prominent locations and shall be well-screened with shrubs, berming, or low-screen walls and shall be painted to blend in with the development.
(d) Roof access ladders and roof drains/downspouts shall be internalized within the building(s).

(12) Trash and Storage Areas

(a) Refuse enclosures shall be internalized and oriented away from arterial streets and residential areas. Trash enclosures should be located inside parking courts, or at the end of parking bays. They should not be located immediately adjacent to primary buildings.
(b) Refuse enclosures shall be placed in convenient, proximate locations for tenant convenience and pickup service.
(c) Refuse enclosures shall be architecturally compatible to the primary buildings on site through use of common colors, materials and design.
(d) Trash containers shall be located within a masonry structure with a closing gate (or other approved solid trash enclosure). Gates should be solid metal and painted to match adjacent building design.
(e) Trash enclosures should be well screened with landscaping and fortified so as to protect adjacent uses from view and odors. All

trash enclosures within 24 feet of a second-story structure shall be covered with a trellis.

(f) All support structures within multi-family residential developments (i.e., laundry facilities, recreation buildings and sales/lease offices, etc.) should be compatible in architectural design with the rest of the complex.

B. Architectural Standards

(1) Architectural Design

(a) Energy efficiencies should be incorporated into the design of all new buildings.

(b) The following measures that promote environmental sensitivity and potential long-term cost savings should be considered:

i. Orient and design new structures and additions for minimum solar gain, reflectivity and glare, and to achieve an optimum level of energy efficiency;

ii. Shelter entries and windows and use architectural shading devices and landscaping to minimize cooling losses;

iii. Use energy efficient materials in doors and windows;

iv. Use energy efficient lighting;

v. Mitigate urban heat island effects with cool roofing materials, shade trees and cool paving materials;

vi. Consider the integration of solar panels on roofs and parking lot shade structures.

(c) The incorporation of balconies, porches, patios, verandahs, and other unique architectural features within multi-family structures are encouraged for both practical and aesthetic value. These elements should be integrated to provide variation, break up large wall masses, offset floor setbacks, and add human scale and character to structures.

(d) Building entrances should provide integral architectural features through the use of roof elements, columns, porticos, recesses or pop-outs, and/or other architectural features. Each front door or entryway shall be clearly visible from public view.

(e) Boxy and monotonous facades and large expanses of flat wall planes are strongly discouraged. All buildings shall integrate variations in exterior walls. Use building pop-outs, arches, upper-story balconies, windows and other architectural features to break up massing.

(f) Stairways shall complement the architectural massing and form of the multi-family structure. Stairways should be of smooth stucco or plaster, with accent trim to match the main structure. Exterior stairways should be designed with at least one 90 degree angle turn from floor to floor.

(g) Minimize the bulk and appearance of structures through the use of sloping rooflines consisting of varying roof heights, directions and shapes.

(h) Vertical elements such as towers may be used to accent the predominant horizontal massing and provide visual interest.
(i) Roofs should reflect a residential appearance through pitch and use of materials. Roof-lines should be segmented and varied within an overall horizontal context.
(j) Garages and storage/utility areas shall be architecturally integrated into the established design theme.
(k) Garage and carport roofs should incorporate roof slope and materials to match adjacent buildings. Flat carport roofs are discouraged.
(l) Downspouts should be internalized.
(m) All accessory structures (i.e. garages, parking canopies, gazebos, etc.) shall conform to the design theme of the primary buildings in the development.

(2) Building Scale and Height

(a) The scale of development projects should be considered within the context of their surroundings and in consideration of the provisions of the City Center Gateway Overlay District, as applicable.
(b) Large multi-family projects should be broken up into groups of structures. Variations in the number of units per building should be considered.

(3) Materials/Colors

(a) Materials such as brick, stone, copper, etc. should be left in their natural colors.
(b) Exterior columns for trellises, porches or colonnades should utilize materials and colors that are compatible with the adjacent building. The building and its elements should be unified by textures, colors and materials.
(c) Bright or intense colors should be reserved for more refined or delicate detailing, such as grillwork, as well as more transient features such as awnings.
(d) Building materials should be energy efficient, durable, require low maintenance, and relate a sense of quality and permanence.
(e) All developments shall provide accent materials, such as stone, brick, tile or other similar materials to add texture and visual interest to all building elevations. Accent materials shall not be limited to typical wainscot height (3-4 feet) and may include the following:
    i. Stone clad or concrete columns as patio/porch supports;
    ii. Integrated corbels (i.e. wood or treated synthetic materials) placed under eaves at corner locations or throughout project;
    iii. Stone wainscot at varied heights with accented caps;
    iv. Integrated lighting sconces beyond individual porch lights;
    v. Scored stucco areas where color changes or the addition of accent materials is not practical;
    vi. Pop-outs and other projections of materials other than wood frame and stucco;

vii. Decorative wrought iron accents in the form of gates into entry and amenity areas and patio/porch accents;
viii. Large raised planters or decorative pots placed in key areas to break up long walkways or parking areas; and,
ix. Other creative accent materials and/or methods presented and approved during the Site Plan and Design Review Process.

6.4. Commercial

A. Site Design

(1) Site Layout

(a) Corner buildings shall have a strong tie to the setback lines of each street. Angled or sculpted building corners and/or an open plaza are encouraged at corner locations.
(b) Multiple buildings in a single project should employ variety in size and mass to provide visual interest.
(c) Conventional "L"-shaped suburban shopping centers shall be discouraged. Clusters of smaller buildings with pad buildings at the street edge are strongly encouraged.
(d) Buildings should be oriented towards public spaces and should not back onto existing or planned amenities such as parks and open space.
(e) The signage needs (both building mounted signage and freestanding monument signage) should be carefully considered for all of the buildings/tenants when laying out commercial centers.
(f) When adjacent commercial, residential, and open space uses can mutually benefit from a connection, appropriate linkages (i.e. walkways, common landscape areas, building orientation, and unfenced property lines) shall be provided.
(g) Retail centers should be organized to encourage pedestrian circulation throughout. Walkways should be attractive and embellished with landscaping, ornamental lighting fixtures, furniture, trellises, and/or other decorative features.
(h) Office buildings should be placed at the minimum required front setback. Buildings may be placed further behind the front setback, but only limited parking shall be permitted to occur between the front of the building and the street.
(i) Driveway access points and internal circulation should be located as far away as possible from residential properties, schools, parks and other sensitive land uses.
(j) The development shall be designed to facilitate the efficient use of energy through building orientation, window and door placement, landscaping, awnings, canopies, window treatments and other appropriate design solutions.
(k) Drainage basins shall not be located within the front setback unless designed as an attractive landscaped element. Stormwater

retention areas shall be designed as landscape features rather than large, plain depressions in the site.

(2) Access and Circulation

(a) Parking areas shall be designed so that pedestrians will have a clear and safe passage to building entries. Parking areas should be designed so that pedestrians walk parallel to moving cars in parking aisles. Minimize the need for the pedestrian to cross parking aisles and landscape islands to reach building entries.

(b) All non-residential developments shall provide at least one contiguous pedestrian walkway from the right-of-way to the building entrance walkway or sidewalk adjacent to the building. This walkway shall be separated from all vehicular movements except where drive aisle crossings are necessary.

(c) An on-site pedestrian circulation system shall link the various pads, buildings and public spaces throughout the site.

(d) All walkways that traverse vehicle drive aisles shall be distinguished with various hardscape materials such as specialty pavers, stamped colored concrete or painted pedestrian lanes. Decorative materials should be used to clearly delineate pedestrian travel areas from drive aisles. Specialty paving material for walkways shall be developed in accordance with ADA requirements.

(e) Provide landscaped pedestrian walkways separated from vehicular movements in parking areas. Walkways should provide shaded pedestrian refuge areas, which may consist of trees, benches, tables, shade structures, or other appropriate elements. Such areas shall be functional and integrated into the site.

(f) Access from adjacent residential areas should be provided by incorporating wall and landscape openings which connect to the pedestrian circulation system.

(g) To encourage alternative modes of transportation, site design shall include connections to existing and planned off-site pathways and existing and future commercial developments; bikeways, bicycle parking and storage areas; and, designs facilitating the use of mass transit.

(3) Parking Areas

(a) Parking lots shall be designed with a clear hierarchy of circulation: major access drives with no parking; major circulation drives with little or no parking; and, parking aisles for direct access to parking spaces.

(b) Reciprocal access shall be required for commercial properties within the same development. It should be provided between adjacent properties to allow vehicles to circulate without entering the roadway.

(c) Parking lots shall be screened from public streets and should be located behind buildings where possible.

(d) Parking lots shall be separated from the sides of buildings by a raised walkway or landscape strip that contains a minimum 6-feet width of landscaping.
(e) Parking lots should be divided into a series of connected smaller lots (75-100 parking spaces) where practical, utilizing raised landscape strips at least 6-feet in width, and raised walkways.
(f) Interior landscape islands shall be provided between parking spaces, at a rate of one per every 12 parking spaces, to avoid long rows of non-shaded parked cars. The planting islands shall be a minimum of 160 square feet (8' by 20') and be protected by a 6-inch high curb on all sides. Each planting island should contain two trees.
(g) Provide continuous landscape planting strips between every third row of parking. Provide trees in the planting strips for shade. This landscape strip should be a minimum of 6-feet in width, not including a 6-inch wide curb and a 12-inch wide concrete strip on both sides (the planting strips should be wider if they contain a pedestrian pathway).
(h) Provide walking paths or sidewalks within landscape strips to facilitate pedestrian movement to building entrances.
(i) Create large planting islands at the ends of parking rows that are a minimum of 300 square feet, with an 8-foot wide minimum-planted width. They should be planted with shade trees, low shrubs and/or groundcover. They should also be protected by a 6-inch high curb on all sides.
(j) Parking lots should include landscaping that accents the importance of driveways from the street, frames the major circulation aisles, and highlights pedestrian pathways.
(k) The style of lighting poles in a parking lot should relate to the overall architectural design of the commercial center.

(4) Project Entries

(a) The use of stamped concrete, stone, brick or granite pavers, exposed aggregate, or colored concrete shall be utilized to serve as a traffic calming function to promote pedestrian safety and to minimize the negative impact of large expanses of black asphalt pavement on parking lots.
(b) The entry throat into the development shall be distinguished with hardscape materials such as pavers, or patterned, stamped or colored concrete.
(c) Project icons, special paving treatments, mature, full-sized landscaping, and other appropriate design features should be used to unify a project.
(d) To foster a strong "sense of entry", the primary vehicular entrance should be aligned with a prominent building on-site or some other strong focal point of interest.

(5) Crime Prevention Through Environmental Design

(a) Entrances into parking lots should be clearly defined by landscaping and architectural design.

(b) Security bars (defined as those clearly visible and fixed to windows or the facade) and roll-up metal security doors shall be concealed from public view.

(c) All security lighting should be designed as part of an overall lighting plan rather than a single stand alone element. Lighting should be designed to satisfy both functional and decorative needs. Storefront lighting should complement the architectural style of the building while providing illumination of building facades and entrances.

(d) Any window signage should be so placed as to provide a clear and unobstructed view of the interior of the business establishment from the sidewalk. Mirrored treatments or film applied to windows is prohibited.

(e) All doors that open to the outside should be well lit and visible from the street, parking area or neighboring units.

(f) Refuse enclosures and other accessory features should not create blind spots or hiding areas.

(g) Parking areas, pedestrian walkways, elevators, stairwells and recreation areas should be visible from a multitude of windows and doors.

(h) Building entrances should be accentuated by architectural elements, lighting and landscaping.

(i) Landscape design should not preclude visibility or surveillance capabilities to common areas and units.

(6) Public Space/Pedestrian Amenities

(a) Individual site amenities within a commercial project should have common design features to provide a cohesive environment and a more identifiable character.

(b) Outdoor seating with appropriate levels of shade is an important amenity that should be provided within commercial areas.

(c) Landscaping should be used in combination with walls to soften the otherwise blank surfaces. Vines planted on walls are strongly encouraged to hide flat wall surfaces and to help reduce opportunities for graffiti.

(d) Pedestrian scale lighting is strongly encouraged. The style and color of lighting should relate to the overall architectural design of the primary commercial structure.

(e) Tree grates should occur along street edges and plazas where a continuous walking surface is needed. Grate sizes should be a minimum of four feet in diameter. Knockouts must be provided to enlarge the inside diameter for supporting a larger tree trunk as the tree grows.

(f) Tree guards should extend vertically from tree grates, and serve to protect trees in highly active areas. Tree guards should be narrow and painted in a similar color and relate to other site furnishings.
(g) Bollards are intended to separate pedestrians from vehicular traffic areas and to light sidewalk surfaces. Bollard design should be coordinated with other streetscape furnishings.
(h) Trash receptacle design should be coordinated with other streetscape furnishings.
(i) Bicycle racks should be selected that are durable and visually subdued. “Loop racks” and “ribbon bars” are encouraged, and should be sized according to parking requirements.
(j) Visual features, such as fountains, should be incorporated into commercial developments to attract pedestrians.
(k) Customer entrances should be designed to provide shade protection features such as awnings, arcades, or colonnades.
(l) The setting of public art should be considered in the design of public spaces. Likewise, the impact of physical space and nearby structures on public art should be considered.
(m) Public art should be deployed in concert with other features, such as a plaza or architectural features that acknowledge and respond to the presence of the art and make the art an integral part of site development rather than a stand-alone object.
(n) Walkways shall be anchored by special design features such as towers, arcades, porticos, pedestrian light features, bollards, planter walls, and other architectural elements that define circulation ways and outdoor spaces.
(o) Commercial developments with multiple tenants shall provide common outdoor plaza areas or similar architecturally integrated public spaces, including seat walls, and enhanced or expanded walkways.
(p) Outdoor furniture and fixtures should be compatible with the project architecture and should be considered as integral elements of the project. Outdoor furniture should be included in and shown on all site and landscaping plans.
(q) The area between buildings should be consciously designed and not an incidental remnant space without a definable function.
(r) Water features should be designed in a manner that visitors will have the ability to enjoy the cooling effects of the water. Consider summer evaporation loss and water conservation practices when designing and siting water features.

(7) Landscaping

(a) Landscape areas should be designed to frame and soften structures, to define site functions, to enhance the quality of the environment, and to screen undesirable views. Proposed landscaping should continue patterns of established landscape design in the surrounding area.

(b) Landscaping shall be protected from vehicular and pedestrian encroachment by raised planting surfaces, sidewalks, or the use of 6-inch curbs. Concrete mow-strips separating turf and shrub areas are also encouraged.
(c) Landscape intensity should be greater for commercial shopping centers, and should include substantial amounts of plantings around buildings, walkways, and plazas.
(d) Landscaping around the entire base of buildings is encouraged to soften the edge between parking lot and the structure. This should be accented at entrances to provide focus.
(e) Landscaping should consist of water-efficient trees and plants. Proposed landscaping should be drought tolerant. Proposed landscape treatment should consider the site's unique natural character and landscape.
(f) Landscaped areas shall provide sufficient clearance to fire protection features (i.e. connections, hydrants, and backflow preventers). In areas where hydrants are located the canopy height of trees should be a minimum of 6-feet. In addition, plantings around fire apparatus shall be a minimum of 7-feet away to allow for plant growth.
(g) Permanent and automatic landscape irrigation systems shall be provided for all landscape material to maintain good and healthy conditions.
(h) Landscaping shall be used to:
    i. Enhance aesthetic appearance;
    ii. Define areas such as building entrances, key activity hubs, focal points, and the street edge;
    iii. Provide screening for unattractive/unsightly service areas;
    iv. Serve as buffers between neighboring uses; and
    v. Screen drive-through/drive-up lanes.
(i) Potted plants and other ornamental landscaping should be provided to enhance courtyards, plazas, and other gathering areas. Trees should drain directly into the subsoil and should be protected by grating in hardscape areas.
(j) Canopy trees should be used in parking areas to reduce the impact of large expanses of paving and to provide shade, as well as to reduce glare and heat build-up.
(k) Water harvesting systems are highly encouraged.
(l) Proper maintenance of trees and landscaping is required. Over-pruning of tree canopies is prohibited.
(m) If retaining walls are necessary in retention basins, they shall be terraced and landscaped to reduce their visual scale. The maximum height of retaining walls in retention basins shall be 4 feet.

(8) Lighting

(a) Lighting design shall be compatible with the building architecture and with fixtures of a consistent type and size within the development.

(b) Lighting shall be provided within public spaces to provide visual interest as well as to serve a security function.

(c) Light fixtures shall be sited, directed, and/or shielded to prevent spot lighting, glare, or light spillage beyond property lines.

(d) Decorative theme lighting, accent lighting or lighted bollards shall be placed along access routes and pedestrian pathways to define areas of visual interest, improve visibility, and enhance safety.

(9) Walls

(a) Walls and other site elements shall be consistent with the established thematic character of the development through the use of common colors, materials and architectural style.

(b) Walls adjacent to retention areas, trails, parks or other useable open space areas shall incorporate regular undulation or variation in materials. Where appropriate, view fencing is strongly encouraged.

(c) All non-transparent perimeter walls and/or fences shall incorporate landscaping adjacent to the walls.

(d) Where security fencing is required, it shall be a combination of solid columns or short wall segments and wrought iron grillwork. Barbed wire, razor wire, chain-link or similar metal wire fencing with slats is prohibited.

(10) Loading Areas and Refuse Enclosures

(a) Loading facilities should not be located at the front of buildings where it is difficult to adequately screen them from public view. Such facilities are generally more appropriate at the rear of the site, unless appropriate screening can be provided.

(b) Appropriate setback and landscaping is encouraged to screen loading facilities from sensitive uses.

(c) Loading areas, access and circulation driveways, trash and storage areas, and rooftop equipment should provide adequate buffers from adjacent residences and be properly screened from public view.

(d) Loading areas shall be screened from public view with decorative walls, trellis/green screens, berming with heavy landscaping, dense trees or a combination of such treatments.

(e) Loading areas and trash enclosures shall be oriented away from arterial streets and adjacent residential areas to minimize visual clutter and nuisances to neighboring properties.

(f) All trash enclosures should be located outside the minimum setback requirements when they are located adjacent to residential units, open spaces, and other sensitive uses.

(g) Trash enclosures should be constructed with masonry walls and metal doors and should be architecturally compatible with the project.
(h) Landscaping should be used around trash enclosures to screen and deter graffiti.

(11) Utilities and Mechanical Equipment

(a) Ground mounted equipment should be screened from view by a decorative wall or landscape feature that is compatible with the architecture of the development site or placed in underground vaults.
(b) Electronic surveillance equipment or alarm hardware should be painted to blend in with the adjacent building and any wiring should be concealed or shielded from public view.
(c) Permanent, fixed security grilles or solid roll up screens in front of windows are prohibited. If security grilles are necessary, they should be placed inside the building behind the window display area and be completely concealed from public view.
(d) The use of scissor grilles is prohibited since they communicate a message of high crime and cannot be integrated visually into the overall design of a building or storefront.
(e) Backflow preventers for landscape irrigation and domestic water shall not be located at visually prominent locations and shall be well-screened with shrubs, berms, or low-screen walls.
(f) Roof access ladders and roof drains/downspouts shall be internalized within the building.
(g) Noise generating equipment should be located away from residential dwelling units, public spaces and pedestrian areas.
(h) Mechanical equipment, ground and roof mounted, shall be screened from public view.
(i) Solar panels and associated equipment should be screened from public view.

B. Architectural Standards

(1) Design Theme

(a) Energy efficiencies should be incorporated into the design of all new buildings.
(b) All buildings located within a unified planned development shall be architecturally styled to achieve harmony and continuity of design. Building elevations shall be coordinated with regard to color, texture, materials, finishes, and form.
(c) A commercial complex shall establish and maintain a consistent architectural style with individual buildings designed with complementary forms and materials.
(d) All four sides of a building shall receive consistent architectural treatment.

(e) Site features including landscaping, outdoor furniture, and site fixtures shall conform to the architectural theme of the commercial center.
(f) Big box developments that have outdoor garden centers and storage areas shall integrate these areas into the architecture of the primary building. Screening materials and colors should be consistent with the overall theme of the building.

(2) Building Form and Mass

(a) Building mass/height should relate to adjacent sites to allow maximum sun and ventilation, protection from prevailing winds, and to enhance public views and minimize obstruction of view from adjoining structures.
(b) Perceived building mass shall be reduced by dividing the building mass into small scale components by providing a well-defined base, middle and top to the building.
(c) A solid building base may be achieved by elements such as low planters and walls, base planting, a base architectural veneer banding (wainscot) and treatments defined by a different material, texture or color.
(d) A distinct building middle may be achieved by the addition of covered walkways, trellises, colonnades, or architectural awnings that provide deep shadows.
(e) A well-defined building top may be achieved by utilizing features such as distinct and multiple architectural roof forms, clearly pronounced eaves, and distinct parapet designs and cornice treatments.
(f) Building mass should be broken by dividing the building into smaller components and creating functional public space and pedestrian oriented areas between buildings.
(g) The use of colonnades along street fronting facades should be considered to reduce the massing of tall buildings and add pedestrian scale and interest.
(h) Non-entry facades that face roads or views from public spaces should incorporate additional architectural treatments, such as pilasters, recessed areas, and windows with spandrel glass that give the appearance of windows facing the street.
(i) Surface detailing, such as different colors, score lines, heavy stucco, or the different types of block shall not serve as a substitute for distinctive massing.
(j) The following measures that promote environmental sensitivity and potential long-term cost savings should be considered:
    i. Orient and design new structures and additions for minimum solar gain, reflectivity and glare, and to achieve an optimum level of energy efficiency;
    ii. Shelter entries and windows and use architectural shading devices and landscaping to minimize cooling losses;
    iii. Use energy efficient materials in doors and windows;

iv. Use energy efficient lighting;
v. Mitigate urban heat island effects with cool roofing materials, shade trees and cool paving materials;
vi. Consider the integration of solar panels on roofs and parking lot shade structures.

(3) Wall/Façade Articulation

(a) Long, blank, unarticulated wall facades are prohibited. Monolithic wall facades shall be "broken up" by vertical and horizontal articulation characterized by:
i. Breaks (reveals, recesses) in the surface of the wall itself;
ii. Placement of window and door openings; and/or
iii. The placement of balconies, awnings and canopies.

(b) Windows and doors should include visually prominent framing and accent elements. Materials, shapes, and proportions shall complement the architectural style of the building.

(c) Windows shall employ design details appropriate to the architecture, such as mullions, arched windows, shutters/faux shutters, window surrounds, awnings and canopies to break the scale of the facade into smaller components.

(d) Whenever a building is proposed, the facade should be broken down into a series of appropriately proportioned "structural bays" or components typically segmented by a series of columns, masonry piers, or other architectural treatments.

(e) To ensure a minimum amount of horizontal articulation/undulation, no building wall on the primary building facade shall run more than 50 feet without employing one or more of the following:
i. A twelve inch offset in wall plane;
ii. A column or pier at least 1 foot wide and 8 inches deep;
iii. A building corner or projection; and/or,
iv. A significant texture change;

(f) Architectural elements, such as overhangs, trellises, projections, awnings, insets, material, texture, and color, shall be used to create shadow patterns that contribute to the building's character.

(4) Roof Planes

(a) Radical roof pitches that create overly prominent or out-of-character buildings such as A-frames, geodesic domes, or chalet-style buildings are prohibited.

(b) The visible portion of sloped roofs should be sheathed with a roofing material complementary to the architectural style of the building and other surrounding buildings.

(c) Roof overhangs which create useable shade on sidewalk areas are desirable.

(d) Rooflines shall be varied in height, form, and materials. Parapet rooflines shall be varied by stepping up and down or incorporating pitched roof elements. Rooflines shall be broken at intervals no greater than 50 feet long by changes in height or step-backs.

(e) Parapet walls shall be designed and constructed in a manner to appear as a solid, three-dimensional form rather than a veneer. Parapets should include one or more of the following detail treatments:
   i. Pre-cast elements;
   ii. Continuous banding or projecting cornices;
   iii. Dentils;
   iv. Caps;
   v. Variety in pitch (sculpted); and/or,
   vi. Clean edges without unfinished flashing.

(f) Deep overhangs should be integrated to create shadow and add depth to facades.

(g) All roof-mounted mechanical equipment shall be fully screened from view. For projects abutting single-family residential homes, mechanical equipment shall be screened from all adjacent second story windows.

(h) All screening materials shall be compatible with the colors, materials, and design of the building.

(5) Storefront Design Guidelines

(a) Although the storefront is only one of the architectural features of a commercial development, it is the most important visual element to pedestrians. Emphasis should typically be placed on the display windows and their contents. The rest of the storefront should be designed in a simple manner in order not to compete with the displayed items, but rather to clearly project the product or service being offered inside.

(b) Overall commercial projects should have details that are repeated across the face of the building integrating the storefront into the character of the entire facade of the commercial project.

(c) The main entry into a store should be emphasized at the street to announce a point of arrival in one or more of the following ways:
   i. Flanked columns, decorative fixtures or other details;
   ii. Recessed within a larger arched or cased decorative opening;
   iii. Covered by means of a portico (formal porch) projecting from or set into the building face; and,
   iv. Punctuated by means of a change in roofline, a tower, or a break in the surface of the subject wall.

(d) Buildings situated at the corner of a public street should provide a prominent corner entrance to retail shops.

(e) Commercial storefront entries should be recessed and/or sheltered by a covered arcade structure, colonnade, canopy, or awning.

(f) Doors to retail shops should contain a high percentage of glass in order to view the retail contents.

(g) Storefront windows should be as large as possible. Maximize the visibility to the storefront displays and retail interior

(h) Use of clear glass (at least 88% light transmission) on the first floor is required.

(i) Window appearance is an important characteristic of good architectural design. Attention should be paid to materials, placement, depth of recess, and ornamentation, such as window grilles.

(j) Doors should be designed and constructed to be an integral part of the architecture of the building. Simple, clean, doors that complement the architectural massing and form of commercial buildings are encouraged.

(k) All project exterior lighting, with the exception of lighting for public streets, should be consistent with the architectural style of the commercial building. On each commercial project site, all lighting fixtures should be from the same family of fixtures with respect to design, materials, color, fixture, and color of light.

(l) Lighting sources should be shielded, diffused or indirect to avoid glare to pedestrians and motorists. To minimize the total number of freestanding pedestrian scale lighting, wall mounted lights are encouraged.

(m) Lighting should be designed to satisfy both functional and decorative needs.

(n) As a security device, lighting should be adequate but not overly bright. All building entrances should be well lit.

(6) Colors and Materials

(a) Franchise/Corporate businesses should incorporate the architecture and color theme of the overall commercial project to form a consistent theme throughout.

(b) All developments shall employ the integrative use of multiple exterior accent materials including, but not limited to, brick, stone, and masonry in appropriate quantities with the proposed elevations.

(c) Material changes shall occur at intersecting planes, preferably at the inside corners of changing wall planes or where architectural elements intersect, such as pilaster, projection or fence line.

(d) Material and colors shall be used to enhance different parts of the building's facade.

(e) When stucco is utilized a light to smooth finish is required and shall be blended with other finish materials, such as stone, brick, wood, and/or iron.

(f) Earth tone colors shall be used. When appropriate, a rich, bold color palette may be employed to create a sense of variety and interest to exterior elevations. Bright primary colors shall be limited to trim and accent features only.

6.5. City Center Gateway Overlay District Design Standards

6.5.1. Applicability

In addition to the design guidelines provided above, the following design standards shall apply to the portions of the development that are within the City Center Gateway Overlay District, which includes all property within six hundred sixty (660) feet west of the centerline of Estrella Parkway. If there is a conflict between a standards defined within this section and the design guidelines provided in Sections 6.2 through 6.4, the standards provided within this section shall prevail.

6.5.2. Design Standards

A. Parking

1. Parking Space Allocation Requirements. Minimum standards for parking space allocation shall be subject to the provisions of Article 6 of the Goodyear Zoning Ordinance. The maximum number of parking spaces provided for a development within this Overlay District shall not exceed the minimum number of spaces and an additional twenty (20) percent of parking spaces, except as otherwise provided in this Section.
2. Joint use of parking is allowed subject to provisions of Article 6 of the Goodyear Zoning Ordinance except that Planned Area Development (PAD) zoning is not required.
3. Parking space dimensions shall conform to the prevailing City development standards.
4. Parking lots shall be designed with a clear hierarchy of circulation with major access drives providing access from the major street, major circulation drives forming circulation through the parking area, and parking aisles whose purpose is to provide access to parking spaces.
5. Reciprocal access between adjacent commercial developments is required.
6. Large parking lots shall be divided into a series of smaller lots of approximately one hundred-fifty (150) spaces each, using raised landscape island(s) at least ten (10) feet in width, and at least 500 square feet in total area, located along the sides of the parking areas to separate large parking areas. Walkways should be considered as part of these landscape areas. Raised landscape strips at least five (5) feet wide and at least ninety-five (95) square feet in total area, should be located on the ends of parking rows, extending the full length of parking spaces. Additional landscape islands should be considered in the interior of the individual parking areas to provide shade and break up large expanses of parking area. As part of site plan review, City Staff shall review parking lot and landscape layouts to determine if they are in general conformance with the requirements of this ordinance.
7. Parking areas may be combined and share the required landscape buffers.

8. Landscape strips required around individual parking areas must include trees at the rate of one (1) tree per every five (5) parking spaces in the total development.
9. Parking lots shall be separated from the sides of buildings by a raised walkway (with a minimum width of six (6) feet).
10. Entry drives shall be located at least one hundred (100) feet from any street intersection property line to driveway. Driveways on Estrella Parkway shall be a minimum of two hundred (200) feet apart. All distances are measured from centerline of driveway.
11. Parking areas shall be designed so that pedestrian walkways are parallel to moving vehicles in parking aisles as much as possible.

(B) Pedestrian Amenities

1. Pedestrian connections shall be provided in projects at points of high pedestrian traffic such as near boundaries with adjacent residential property and bus stops.
2. All projects shall connect on-site pedestrian circulation system to off-site public sidewalks. Connections shall be a minimum of five (5) feet wide at all points which may include but not be limited to locations where sign, poles, and fire hydrants are placed in the walkway and be raised and protected from the drive aisle by a minimum of six (6) inch high curb. At main entry aisles sidewalks shall be located on each side of the aisle.
3. Decorative paving consisting of stamped concrete, stone, brick or granite pavers, exposed aggregate or colored concrete shall be used across drive aisles at building entries, across driveways, and at pedestrian crossing of major circulation drive aisles to slow traffic and promote pedestrian safety.
4. The design, materials, and colors of paved pedestrian areas shall compliment the architectural style of the primary buildings.
5. Pedestrian connections to the interior of adjacent residential areas shall be established where practical.

(C) Building Setbacks and Siting

1. The required setback in this district shall be fifteen (15) feet wherever a development fronts on a public street (or as defined within the regulatory development standards of this PAD). The required setback shall be entirely landscaped with landscaping and walkways and shall not include parking and drive aisles.
2. A minimum of fifteen (15) percent of the total street frontage of a project shall have buildings located at the front setback line or fifteen (15) percent of total building frontage shall be located at the street setback line, whichever is less. A minimum of twenty-five (25) percent of the total project street frontage or twenty-five (25) percent of building frontage, whichever is less, must have buildings within seventy-five (75) feet of the front setback line.
3. At intersections of arterial streets, no buildings, parking, or drive aisle may be located within the area defined by connecting the

endpoint of lines drawn seventy-five (75) feet from the corner of intersecting right-of-way lines. The City's prevailing corner site visibility requirements must be maintained.

4. Corner buildings shall have a strong tie to the setback lines of each street. Angled or sculpted building corners or an open plaza are required at corner locations.
5. On larger commercial sites over 5 acres, multiple buildings shall be clustered to promote pedestrian activity.

(D) Landscaping

1. Landscaping style shall be in conformance with the City of Goodyear's City Center Gateway Streetscape Plan.
2. All areas not covered by structures, service yards, walkways, and parking spaces shall be landscaped.
3. At least one (1) tree and four (4) shrubs shall be provided per each three hundred (300) square feet of required front, side and rear setback area.
4. Shrub and groundcover areas shall be designed to achieve at least a thirty (30) percent vegetative cover of the ground surface area within five (5) years.
5. Decomposed granite ground cover shall be applied to all landscape areas to a minimum depth of two (2) inches.
6. Eighty (80) percent of trees planted on-site must be a minimum of twenty-four (24) inch box size. The remaining twenty (20) percent may be fifteen (15) gallon size.
7. Specimen trees, thirty-six (36) inch box or larger (or if palm trees are used, minimum fifteen (15) feet high), shall be used in groupings at major focal points such as project entries, plaza areas and other pedestrian gathering places.
8. Landscaped areas shall use details and accents such as boulders, berming, accent plants and water features in harmony with the established landscape theme, to provide interest.
9. Landscaping shall be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of six (6) inch curbs. Turf and shrub areas shall be separated by concrete mow-strips.
10. Deep-root irrigation system is required for all trees whose top of root crown is higher than any adjacent paved areas. This includes street trees planted in tree wells. A separate bubbler head for each tree is required (Trees thirty-six (36) inch box and larger must have two (2) separate bubbler heads).
11. All landscape plans must include maintenance language that the owner will "replace any dead or diseased plant material within one growing season."
12. All plant material shall be maintained in accordance with commonly accepted landscape maintenance standards as well as any City of Goodyear safety standards.

13. Landscape buffering between commercial and residential uses shall be in accordance with prevailing City of Goodyear standards, or as defined within this PAD.
14. All plant material shall be from either the following plant list, or (with City approval) from the Arizona Department of Water Resources list as allowed in Article 5, Section 5-1-1, B(1) of the City of Goodyear Zoning Ordinance, with the exception that Italian Cypress and all palms except the Mediterranean Fan Palm will not be allowed.

Trees

Acacia Salicina	Willow Acacia
Cercidium floridum	Blue Palo Verde
Cercidium hybrid 'Desert Museum'	Desert Museum Palo Verde
Cercidium praecox	Palo Brea
Chilopsis linearis	Desert Willow
Giejera parviflora	Australian Willow
Prosopis sp.	Mesquite
Ulmus parvifolia	Evergreen Elm
Dalbergia sissoo	Sissoo

Shrubs/Groundcover

Calliandra californica	Baja Red Fairy Duster
Convolvulous cneorum	Bush Morning Glory
Cordia parvifolia	Little Leaf Cordia
Dodonaea 14exican 'purpurea'	Purple Hopbush
Erimophylla 'Valentine'	Valentine Emu Bush
Justicia spicigera	Mexican Honeysuckle
Lantana montevidensis	Trainling Yellow Lantana
Lantana montevidensis	Trailing Lantana
Leucophyllum langmaniae 'Rio Bravo'	Rio Bravo Sage
Luecophyllum frutescens 'Green Cloud'	Green Cloud Sage
Nerium oleander 'Petite Pink'	Dwarf Oleander
Ruellia brittoniana 'Katie'	Katie Ruellia
Ruellia penninsularis	Desert Ruellia
Verbena sp	Verbena
Tecoma spp.	Tacoma
Caesalpinia pulcherrima	Mexican Bird of Paradise
Senna spp.	Cassia
Asclepias subulata or linaria	Milkweed

Accents

Agave sp.	Agave
Aloe hybrid 'Blue Elf'	Blue Elf Aloe
Aloe sp.	Aloe
Dasylirion sp	Desert Spoon
Hesperaloe funifera	Giant Hesperaloe
Hesperaloe parvifolia	Red Yucca

Nolina sp.	Bear Grass
Yucca recurvifolia	Pendulous Yucca
Yucca sp.	Yucca

(E) Right of Way Landscaping

1. All development will be required to install landscaping, paving, lighting, pedestrian amenities and other streetscape elements within the Estrella Parkway right-of-way as specified in the City of Goodyear's City Center Gateway Streetscape Plan.

(F) Plazas and Courtyards

1. The site plan for each multi-tenant commercial center (one acre in size or larger) shall include a minimum of one (1) percent of the net site area designated as usable pedestrian oriented open space, including plazas, patios, courtyards, and outdoor seating areas.
2. Plazas shall provide at least one (1) sitting place for each four hundred (400) square feet of plaza in addition to any permitted outdoor dining. Simple sitting niches with a view of the activities within the space shall also be included.
3. Plazas shall be designed so that they are easily visible from adjacent public areas, parking areas, and so that there are no hiding places. Plazas shall be well lit in accordance with prevailing City lighting requirements.
4. Shade trees and shade structures shall be used to provide relief from the sun.

(G)Architecture

1. New structures shall be designed to avoid blank facades by providing storefront windows, doors, entries, transoms, awnings, cornice treatments and other architectural features designed to add visual interest.
2. Building mass/height shall relate to adjacent sites to allow maximum sun and ventilation, protection from prevailing winds, and to enhance public views and minimize obstruction of view from adjoining structures.
3. Building heights shall vary so that adjacent buildings appear to be divided into distinct components.
4. Building facade shall be broken down into a series of appropriately proportioned "structural bays" or components typically segmented by a series of columns, masonry piers, or other architectural treatments.
5. Long, blank, unarticulated wall facades shall be divided into a series of structural bays (e.g. characterized by masonry piers that frame window and door elements).
6. Monolithic wall facades shall be "broken" by vertical and horizontal articulation (e.g. sculpted, carved or penetrated wall surface defined by recesses and reveals) characterized by: (a) breaks

(reveals, recesses) in the surface of the wall itself; or (b) placement of window and door openings; or (c) the placement of balconies, awnings and canopies.

7. Storefronts with no windows and small doors are not encouraged. Commercial storefronts should exhibit a minimum of forty-five (45) percent void (openings) to fifty-five (55) percent solid (wall) ratio.
8. A building facade shall employ both vertical and horizontal articulation.
9. No building wall on the primary building façade shall run more than fifty (50) feet without employing one (1) or more of the following: a twelve (12) inch offset in wall plane, a column or pier at least one (1) foot wide and eight (8) inches deep, and/or a building corner or projection.
10. No roofline ridge or parapet shall run unbroken for more than seventy-five (75) feet. Vertical or horizontal articulation is required.
11. Radical roof pitches that create overly prominent or out-of-character buildings such as A-frames, geodesic domes, or chalet-style buildings are not permitted.
12. Exterior structures for rooftop access are prohibited.
13. Predominant materials to be used are:
    - stucco, smooth, sand or light lace finish
    - clay or concrete roof tiles
    - native fieldstone
    - sandstone and flagstone
    - brick, as an accent material
    - wrought iron (rust proof; anodized aluminum)
    - tile, as an accent material
    - slumpstone garden walls
    - split face concrete block as a bulkhead or accent material
    - smooth face concrete block with textured finish
    - slump block (for building walls)
    - metal accents
    - fluted block
14. Franchise/Corporate businesses shall incorporate the architecture and color theme of the overall commercial project to form a consistent theme throughout.
15. Overall commercial projects shall have details that are repeated across the face of the building (e.g., structural bays, transoms, bulkheads, etc.), integrating the storefront into the character of the entire facade of the commercial project.
16. The main entry into a store should be emphasized at the street to announce a point of arrival in one (1) or more of the following ways: flanked columns, decorative fixtures or other details, recessed within a larger arched or cased decorative opening, covered by means of a portico (formal porch) projecting from or set into the building face, punctuated by means of a change in roofline, a tower, or a break in the surface of the subject wall.

17. Maximum bulkhead heights shall be thirty-six (36) inches. Color, texture and material shall be compatible with building architecture.
18. All project exterior lighting, with the exception of lighting for public streets, shall be consistent with the architectural style of the commercial building. On each commercial project site, all lighting fixtures should be from the same family of fixtures with respect to design, materials, color, fixture, and color of light.

(H) Signage

1. Developments with three (3) or more tenants within this District shall submit a comprehensive Sign Package as part of Site Plan review. The Sign Package shall designate sign locations, types, sizes, colors, materials, design, illumination, and other elements of sign development for the project. The Sign Package shall be applicable to all proposed buildings, structures and tenants within the project.
2. The comprehensive Sign Package shall be developed in compliance with Article 7 of the City of Goodyear Zoning Ordinance.
3. Sign area and height shall comply with prevailing City of Goodyear standards except as modified herein.
4. The design of monument signs shall be compatible with the architectural design of the business or complex.

6.5.3. Alternate Design Standards

To provide flexibility in design and development of projects within this Overlay District, alternative design standards are provided. It is the intent of this Article that the alternative standards used in combination to maximize an item of development, be applied consecutively and not concurrently. For example, if landscaping is increased to allow an increase in the number of parking spaces, landscaping must be additionally increased to allow an increase in sign area.

A. The total number of parking spaces may be increased by ten (10) percent, above the maximum, for each additional two-point-five (2.5) percent increase in total landscape area, exceeding the minimum required amount.

   Example: A project with fifteen thousand (15,000) square feet of retail space shall provide a minimum of fifty (50) parking spaces and a maximum of fifty-five (55) parking spaces. A total of sixty (60) spaces may be provided if two-point-five (2.5) percent of minimum total required site landscape area is added to the site. A total of sixty-five (65) spaces may be provided if five (5) percent of minimum total required site landscape area is added to the site.

B. The size of individual parking areas (the sub-areas within a parking lot defined by the landscape area) may be increased by ten (10) spaces for every ten (10) percent increase in the number of thirty-six (36) inch

box trees used in the parking area of the project, to a maximum size of two hundred-fifty (250) spaces. The thirty-six (36) inch box trees shall first be substituted for the required fifteen (15) gallon size trees.

C. The area of one monument sign may be increased up to twenty-five (25) percent, or alternatively, the height of one freestanding sign may be increased by twenty-five (25) percent, if fifty (50) percent of all plant material in each category installed in a business or complex exceeds the minimum size by one incremental plant size, or if total landscape area is increased by twenty-five (25) percent. For example, eighty (80) percent of trees planted on-site must be a minimum of twenty-four (24) inch box size and the remaining twenty (20) percent may be fifteen (15) gallon size. The sign area or height may be increased if forty (40) percent of trees planted on-site are thirty-six (36) inch box size, fifty (50) percent of trees are twenty-four (24) inch box size, and the remaining ten (10) percent of trees may be fifteen (15) gallon size.